

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No 4905

號五初月九年一十三緒光

TUESDAY, OCTOBER 3, 1905.

二拜禮

號三十月十年五

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$18,500,000
Sterling Reserve.....\$18,500,000
Silver Reserve.....\$18,500,000
RESERVE LIABILITY OF PROP'ORS.....\$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. Haupt, Esq., Deputy Chairman.
Hon. C. W. Dickson, Esq.
E. Goetz, Esq.
G. H. Medhurst, Esq.
A. J. Raymond, Esq.
F. Salinger, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND
MERCANTILE BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
On Fixed Deposits at the rate of 4 per Cent.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 19th August, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 per
Cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1905. [23]

DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tael 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Peking,
Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:
Koenigliche Seehandlung (Preussische
Staatsbank),
Direction der Disconto-Gesellschaft,
Deutsche Bank,
S. Bleichroeder,
Berliner Handels-Gesellschaft,
Bank fuer Handel und Industrie,
Robert Warshawsky & Co.,
Mendelssohn & Co.,
M. A. von Rothschild & Soehne, Frankfurt
a/M.,
Norddeutsche Bank in Hamburg, Hamburg,
Sal. Oppenheim Jr. & Co., Koeln,
Bayerische Hypothek und Wechselbank,
Muenchen.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons,
THE UNION OF LONDON AND SMITH'S BANK,
LIMITED,
DEUTSCHE BANK (BERLIN), LONDON AGENTS,
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

HUGO SUTER,
Sub-Manager.

Hongkong, 9th September, 1905. [25]

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED.....Yen 20,000,000
CAPITAL PAID-UP....." 10,000,000
CAPITAL UNCALLED....." 10,000,000
RESERVE FUND....." 9,940,000

Head Office—YOKOHAMA.

Branches and Agents:
TOKIO, HONOLULU,
NAGASAKI, SHANGHAI,
LYONS, NEWCHANG,
SAN FRANCISCO, MURDEN,
BOMBAY, PORT ARTHUR,
TIENTSIN, CHEFOO,
PEKING, DALNY,
KOBE, TIE-LING,
LONDON, OSAKA,
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.,
PARIS BANK, LD.,
THE UNION OF LONDON AND
SMITH'S BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
On Fixed Deposits at the rate of 4 per Cent.

On Fixed Deposits for 12 months, 4 per Cent.
On Fixed Deposits for 6 months, 3 1/2 per Cent.
On Fixed Deposits for 3 months, 3 per Cent.

TAKKO TAKAMICHI,
Manager.

Hongkong, 25th September, 1905. [30]

THE CHARTERED BANK OF INDIA.

AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHARE
HOLDERS.....£800,000
RESERVE FUND.....£875,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the rate of 2 per Cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per Cent.
On Fixed Deposits for 6 months, 3 1/2 per Cent.
On Fixed Deposits for 3 months, 3 per Cent.

T. P. COCHRANE,
Manager.

Hongkong, 18th May, 1905. [34]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORIZED.....GOLD \$10,000,000
CAPITAL PAID UP.....GOLD \$3,250,000
RESERVE FUND.....GOLD \$3,250,000

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business, and
receives Money in Current Accounts and ac-
cepts Fixed Deposits at the following rates:
For 12 months 4 1/2 per Cent. per annum.
For 6 months 4 per Cent. per annum.
For 3 months 3 1/2 per Cent. per annum.

H. PINCKNEY,
Manager.

No. 9, Queen's Road Central.
Hongkong, 19th September, 1905. [31]

Steam.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	COROMANDEL.....	About 5th October	Freight and Passage.
LONDON, &c.	NUBIA.....	October 7th, Noon	See Special Advertisement.
YOKOHAMA, SHANGHAI, MOI and KOBE	POONA.....	About 15th October	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENANG, CO. LOMBO, PORT SAID and MARSEILLES	PERA.....	About 25th October	Freight only.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 3rd October, 1905. [3]

Intimations.

LANE, CRAWFORD & CO.

GENTLEMEN'S OUTFITTING DEPT.
NOW SHOWING
NEWEST AUTUMN NOVELTIES
IN
SILK NECKWEAR.
LINCOLN & BENNETT'S
CELEBRATED HATS.
TWEED GOLF & MOTOR CAPS.

A LARGE VARIETY OF
WALKING STICKS.
LEATHER LEGGINGS.
NEW STYLES AND CLOTHS
IN
RAINCOATS.
EVERY REQUISITE FOR
DRESS WEAR.

LANE, CRAWFORD & CO.

Hongkong, 29th September, 1905. [34]

TURKISH CIGARETTES.

JOHN PETRINO & Co.	
GRAND FORMAT.....	Per Tin of 50 \$1.75
GOLD TIPPED.....	" " 50 1.60
STAR OF INDIA.....	" " 100 2.75
PRINCESS.....	" " 100 2.20

Telephone.....

SOLE AGENTS:

No 75 CALDBECK MACGREGOR & CO.,

15, Queen's Road Central.

Hongkong, 27th September, 1905. [17]

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING OF
MEMBERS of the above Club will be
held in the CITY HALL, on SATURDAY, the
14th October, 1905, at 12.15 P.M.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 2nd October, 1905. [94]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.
NOTICE is hereby given that the THIRTY-
SECOND ORDINARY YEARLY
MEETING OF THE SOCIETY will be held
at its Head Office, No. 1, Queen's Buildings,
Hongkong, on THURSDAY, the 19th October,
1905, at Noon, for the purpose of receiving
the Report of the Directors, together with the
Statement of Account for the year 1904 and the
half-year ending 30th June, 1905, and of declar-
ing Dividends, etc.

The TRANSFER BOOKS of the Society
will be CLOSED from 9th October to the
19th October, both days inclusive.

By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 14th September, 1905. [93]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.
THE TWENTY-FOURTH ORDINARY
GENERAL MEETING OF SHARE-
HOLDERS will be held at the Offices of the
Underigned at 12 o'clock (Noon), on FRI-
DAY, the 20th proximo.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to the 20th
proximo, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Limited,
Hongkong, 27th September, 1905. [95]

LOST.

A LARGE, CURLY-HAIRED, DARK-
GREEN, AIBEDALE TERRIER.
Licence No. 274 on Collar. Reward.
Notify—
C. C. SCOTT,
C/o Messrs. Butterfield & Swire,
Hongkong, 28th September, 1905. [97]

IN THE MATTER OF THE TEBRAU

PLANTING COMPANY, LIMITED.

IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that on
and after SATURDAY, 30th September,
the LIQUIDATORS are prepared to distribute a
first and final Dividend of Two Dollars and
Twenty-six and Seven-tenths Cents per Share
to the Shareholders who apply for same and
deposit their Share Certificates at the Office of
the Underigned, Alexandra Buildings, Des
Voeux Road, Hongkong.

JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, 21st September, 1905. [95]

A. CHAZALON & CO.

6, QUEEN'S ROAD CENTRAL.

NOTED for their WINES, SPIRITS

and PROVISIONS of which they have

always a large assortment in stock.

The oldest established EUROPEAN

BAKERS in the Colony.

Hongkong, 30th September, 1905. [97]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$4.75 per Cask

ex Factory.

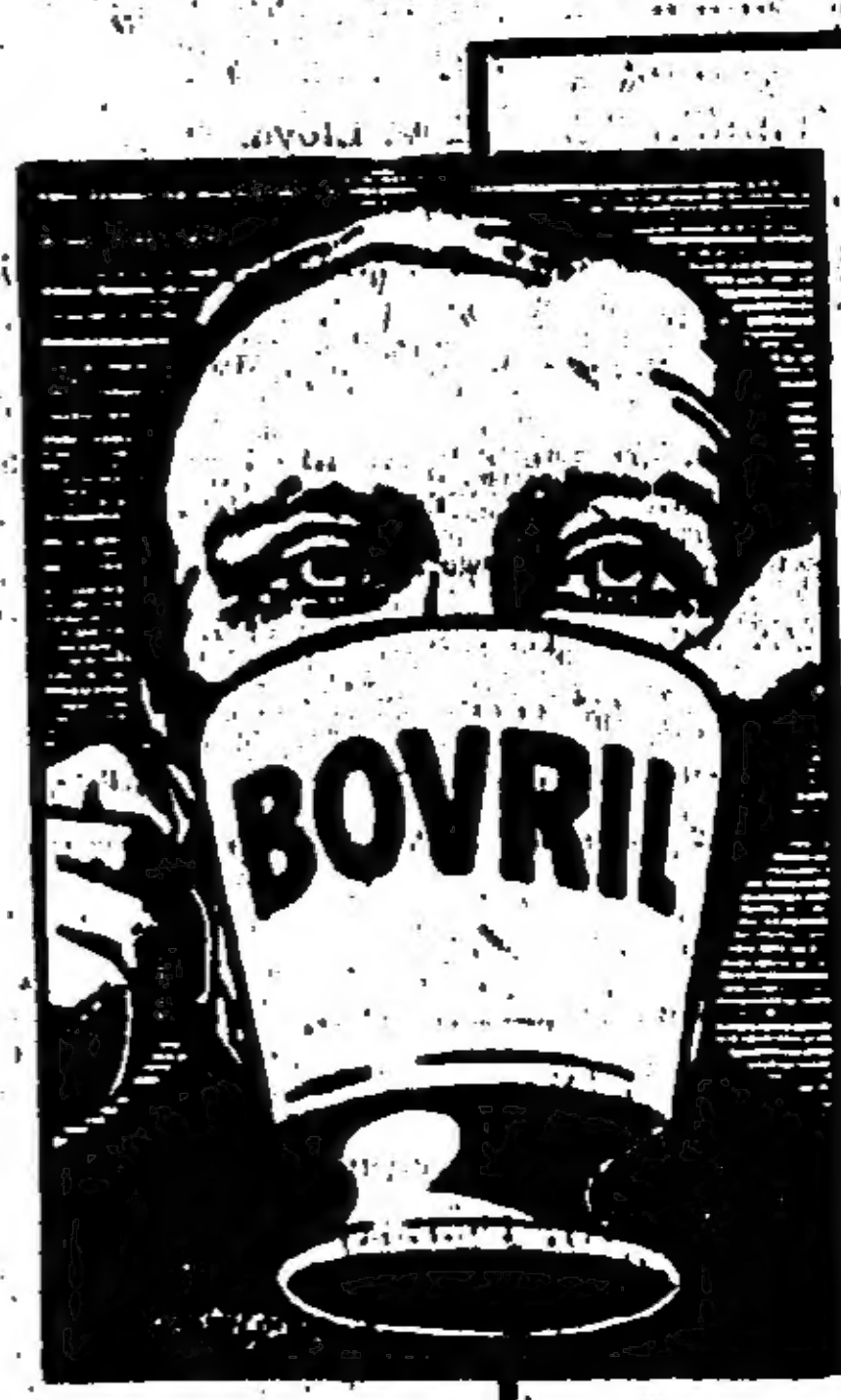
In Bags of 50 lbs. net \$5.00 per Bag

ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 30th September, 1905. [90]

Intimations.



The
cup
that
feeds.

37]

"MINIMAX"

HAND

FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.

LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN,
ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO ROSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Always ready for immediate use.

Requires only one hand to hold.

Weight only 1 1/2 lbs. when full.

Maximum of simplicity and effect.

"MINIMAX"

Hongkong, 10th M. Y. 1905. [553]

THE ORIENTAL CONSTRUCTION COMPANY,

CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,

HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS

IN

RAILWAYS, MINES, WATER SUPPLIES,

REINFORCED CONCRETE, CONCRETE PILES.

ALEXANDRA BUILDINGS,

HONGKONG.

Hongkong, 12th July, 1905. [208]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 7th February, 1905.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 55.

For Terms, &c., apply to the

MANAGER

Hongkong, 2nd July, 1905. [28]

CONNAUGHT HOTEL.

HONGKONG.

Telephone, No. 170.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the RAMES,

PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished.

Hydraulic Elevator.

Hot and Cold Water Baths and Shower Baths.

Launch Service for Guests.

Hongkong, 16th June, 1905. [68]

GO TO THE

KOWLOON HOTEL.

KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

VICTORIA HOTEL, MACAO HOTEL,

SHAMEEN, CANTON, MACAO, OHINA,

ON THE BRITISH CONCESSION. IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND

TOURISTS.

WM. FARMER, Proprietor.

Hongkong, 30th September, 1905. [97]

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—24, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagasaki, Osaka, Kobe, Maitsumi, Kure, Shimoda, Wajima, Wakamatsu,
Karatsu, Nagasaki, Kuchino, Sasebo, Milke, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamada and Ida Coal Mines; and
SOLE AGENTS for Fujinaka, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura,
Onoda, Onji, Sasahara, Tsubakura, Yoshinaka, Yushio, Yonokibara and other Coals.

S. MINAMI, Manager, Hongkong.

WHEN YOU SEND YOUR "BOY" FOR

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES,

GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 20th September, 1905. [948]

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LTD., have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1905. [675]

MUSIC LESSONS.

LESSONS in VIOLIN, GUITAR, MAN-

DOLINE, and in MUSIC, by a Teacher

of Experience.

For terms, apply to—

"E,"
C/o Hongkong Telegraph.

Hongkong, 12th September, 1905. [922]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,563 tons Captain H. D. Jones.
 "POWAN," 2,338 " " G. F. Morrison, R.M.R.
 "FATSHAN," 2,260 " " R. D. Thomas.
 "HANKOW," 3,073 " " C. V. Lloyd.
 "KINSHAN," 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain W. A. Valentine.
 "NANNING," 599 " " C. Butchart.

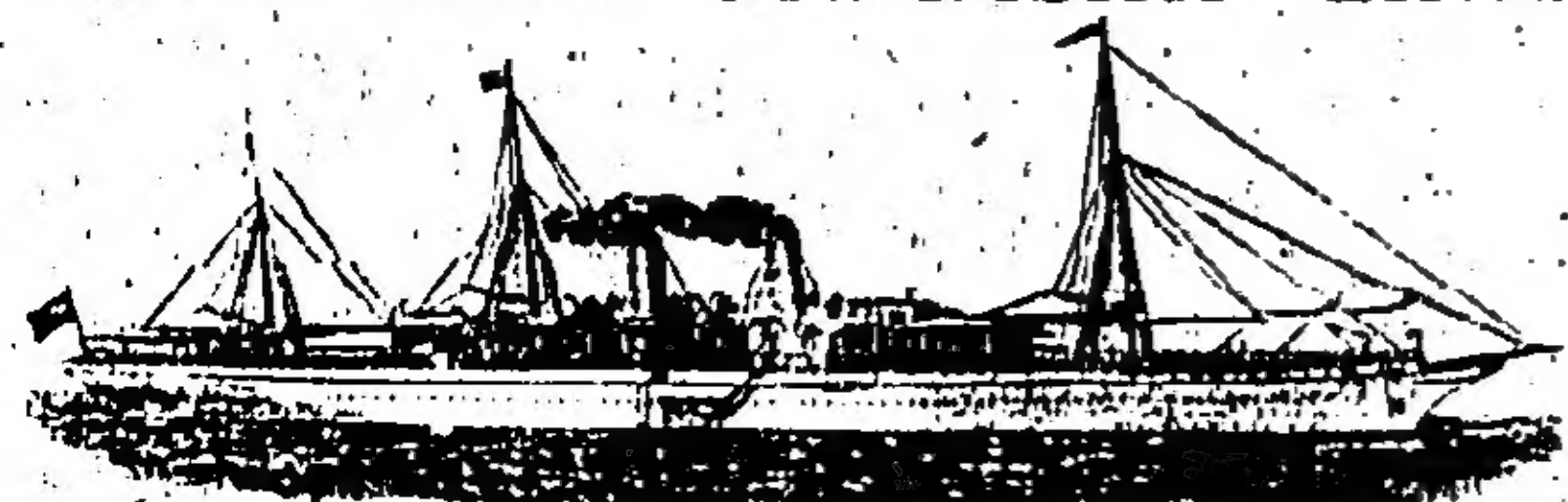
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hao, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers	Tons	Commanders	Sailing Dates
R.M.S. "EMPERESS OF CHINA"	6,000	R. Archibald, R.M.R.	WEDNESDAY, 18th Oct.
"ATHENIAN"	7,440	S. Robinson, R.M.R.	WEDNESDAY, 1st Nov.
"EMPERESS OF INDIA"	6,000	E. Beetham, R.M.R.	WEDNESDAY, 15th Nov.
"TARTAR"	4,425	W. Davison, R.M.R.	WEDNESDAY, 29th Nov.
"EMPERESS OF JAPAN"	6,000	H. Pybus, R.M.R.	WEDNESDAY, 13th Dec.

Hongkong to London, 1st Class \$12.00. 2nd Class \$8.00.
 Hongkong to London, Intermediate only \$6.00.
 Steamers, and 1st Class Rate £40. " £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 Hongkong, 20th September, 1905. Corner Padder Street and Praya, opposite Blake Plaz. 130

HAMBURG-AMERIKA LINIE.

GUSTAVSCHER DIENST.

(Taking Cargo at through Rates in ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight and Passengers
SILESIA	HAVRE and HAMBURG.	8th October	Freight and Passengers.
Bahia	(Calling at S'PORE, PENANG & COLOMBO).	13th October	Freight.
SUEVIA	HAVRE, ANTWERP and HAMBURG.	18th October	Freight and Passengers.
Knaissel	(Calling at S'PORE, PENANG & COLOMBO).	18th October	Freight.
SLAVONIA	HAVRE, BREMEN and HAMBURG.	1st Nov.	Freight.
Rorden	(Calling at S'PORE, PENANG & COLOMBO).	1st Nov.	Freight.
SEGOVIA	HAVRE and HAMBURG.	15th Nov.	Freight.
Schnefeldt	(Calling at S'PORE, PENANG & COLOMBO).	15th Nov.	Freight.
SENEGAMBIA	HAVRE and HAMBURG.	29th Nov.	Freight.
Jaburg	(Calling at S'PORE, PENANG & COLOMBO).	29th Nov.	Freight.
C. FERD. LAEISZ	HAVRE and HAMBURG.	About 29th Nov.	Freight.
v. Hoff	(Calling at S'PORE, PENANG & COLOMBO).	About 29th Nov.	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Duly qualified Doctors are carried.

For further Particulars, apply to
 HAMBURG-MERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, Queen's Buildings.

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 31 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. H. H. The Duke of York and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Ships.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

W.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS	SAILING DATES
BAYERN	WEDNESDAY, 11th October.
ZIETEN	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
GNISENAU	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
SEYDLITZ	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.

ON WEDNESDAY, the 11th day of October, 1905, at Noon, the Steamship BAYERN, Capt. H. F. Farnham, with Mails, Passengers, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
 Shipping Orders will be granted till Noon, on MONDAY, the 9th October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 10th October, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 10th October.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$1.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS	TONS	SAILING DATES
PRINZ WALDEMAR	3,227	TUESDAY, 17th October.
PRINZ SIGISMUND	3,302	TUESDAY, 14th November.
WILLEHAD	4,762	TUESDAY, 12th December.

ON TUESDAY, the 17th October, 1905, at Noon, the Steamship PRINZ WALDEMAR, Capt. C. Wollmann, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE. DIRECT FOR YOKOHAMA AND KOBE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	PRINZ SIGISMUND	TUESDAY, 24th October.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZESS ALICE	WEDNESDAY, 11th October.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SACHSEN	WEDNESDAY, 25th October.

* Reaching Yokohama in less than 6 days.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 28th September, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAU-KONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.
 THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.
 Fare for the Round Trip \$12.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK.—THE ROUND TRIP OCCUPIES 54 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 5th July, 1905.

Intimations.

THE REAL THING AT LAST.

TRY FUSSELL'S EVAPORATED CREAM. No preservative of any kind is used. This is absolutely guaranteed.

H. RUTTONJEE,
 No. 5, D'Aguiar Street,
 AND

BAY VIEW HOUSE, MACAO.

SITUATED at the most charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.
 BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFINS, AFTERNOON TEAS, and DINNERS will be kept in stock. LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

On SUNDAYS Meals served a la carte from 11 A.M. to 9 P.M.
 Only the Finest Brands of WINES and LIQUEURS will be kept in stock.
 After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS: "BAYVIEW, MACAO."
 Macao, 7th June, 1905.

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.
 Special Prices for Quantities.
 Sole Agents:—SIEMSEN & CO.,
 Hongkong, 10th January, 1905.

FOR SALE.

INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.
 Incandescent Mottos, Chimney, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.
 Lamps fixed up for Buyers free of charge.
 Naphtha of the best kind kept in stock.

TAT KONG CO.,
 10, Lyndhurst Terrace,
 Hongkong, 16th November, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

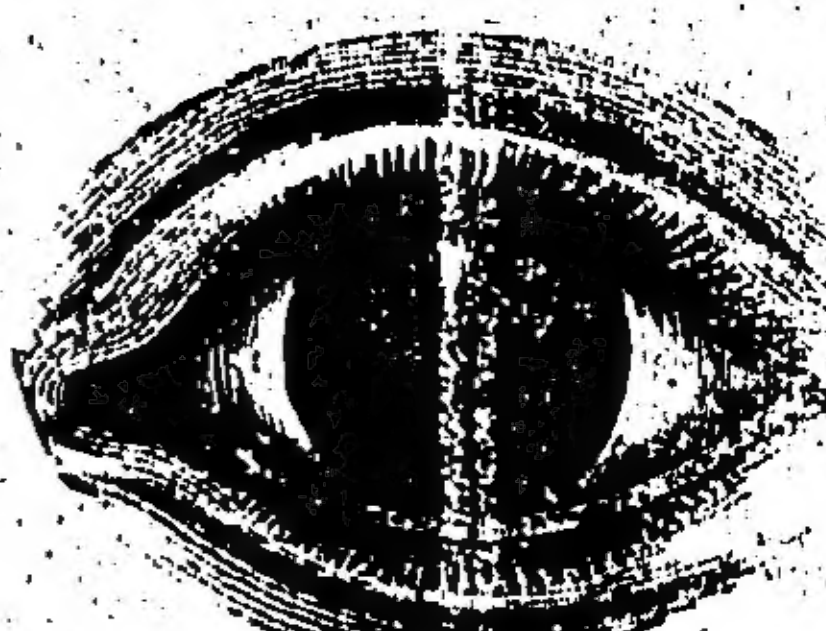
The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.
 Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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EYES

RIGHT!

N. LAZARUS, OPTHALMIC OPTICIAN,
 10, D'AGUIAR STREET, HONGKONG,
 (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 27, John Street, Bedford Row, W.C., 59, Beutlich Street, 566, Nanjing Road.
 Hongkong, 24th March, 1905.

BLACKHEAD & CO., HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

WEEK DAYS.
 7.00 a.m. to 7.30 a.m. Every 30 minutes.
 7.30 a.m. to 8.00 a.m. Every 10 minutes.
 8.00 a.m. to 8.30 a.m. Every 15 minutes.
 8.30 a.m. to 9.00 a.m. Every 10 minutes.
 9.00 a.m. to 11.00 a.m. Every 15 minutes.
 11.30 a.m. to 12.45 p.m. Every 15 minutes.
 12.45 p.m. to 1.15 p.m. Every 10 minutes.
 1.15 p.m. to 1.45 p.m. Every 15 minutes.
 1.45 p.m. to 2.15 p.m. Every 10 minutes.
 2.15 p.m. to 3.00 p.m. Every 15 minutes.
 3.30 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.
 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
 8.00 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 9.30 a.m. Every 30 minutes.
 9.30 a.m. to 10.30 a.m. Every 15 minutes.
 10.30 a.m. to 11.00 p.m. Every 10 minutes.
 12.00 Noon to 1.00 p.m. Every 10 minutes.
 1.00 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 6.00 p.m. Every 10 minutes.
 6.00 p.m. to 7.00 p.m. Every 15 minutes.
 7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.
 Extra cars at 11.30 and 11.45 p.m.
 SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, Liquidators.
 Hongkong, 12th July, 1905.



Gold Medals PARIS 1889 & 1900
 Regd Brand
 HARRIS, CALNE & WILTS-England.
 REPRESENTATIVES FOR HONGKONG & CHINA,
 HOWARD & CO.,
 50, Queen's Road Central,
 Hongkong.
 Hongkong, 19th May, 1905.

THE HONGKONG STUDIO, HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.
 LARGE SELECTION OF VIEWS ALWAYS ON HAND.
 PRICE VERY MODERATE.
 Hongkong, 19th September, 1905.

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 11, TAILOR ROAD.

I am now in a position, in his New and Commodious Premises, to sell, as heretofore, PHOTOGRAPHIC ARTS, FRAMING, the Colony or in any part of the Far East.

GROUPS and VIEWS
 a specialty.
 Hongkong, 12th July, 1905.

Intimations.

WM. POWELL, LIMITED.

"ALEXANDRA BUILDINGS,"
Des Vaux Road.

COMPLETE HOUSE FURNISHERS.

HOTELS, CLUBS and PUBLIC INSTITUTIONS furnished throughout.

ESTIMATES FREE.

We hold an exceptionally fine Stock of BRITISH and

FOREIGN-MADE CARPETS of NEWEST DESIGNS and COLOURINGS.

Please inspect our Windows.

Experienced men sent to take measurements.

NO EXTRA CHARGE FOR MAKING-UP FITTING AND LAYING CARPETS.

Wm. POWELL, Ltd.,
HONGKONG.

Hongkong, 30th September 1905.

Intimations.

THE WORRIED WOMEN.

They say men must, and women must weep; but alas, in this too busy world women often have to work and weep at the same time. Their holidays are too few and their work heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows thin and feeble. Once in a while she has spells of palpitation and has to lie up for a day or two. If some disease like influenza or malarial fever happens to prevail she is almost certain to have an attack of it, and that often paves the way for chronic troubles of the throat, lungs and other organs; and there is no saying what the end may be. Let the tired and overladen woman rest as much as possible; and, above all, place at her command a bottle of

WAMPOL'S PREPARATION

a true and sure remedy for the ills and maladies of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Bypur. of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the world over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in Blood Impurities, Nervous Dyspepsia, Wasting Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Hayes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail or disappoint you. Why accept a substitute? Sold by all chemists.

HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LINE.

THE OFFICES have to-day been REMOVED
TO YORK BUILDINGS, First Floor,
Hongkong, 1st October, 1905.

Entertainment.

HONGKONG BENEVOLENT SOCIETY
GRAND PROMENADE CONCERT,
on the
VOLUNTEER PARADE GROUND,
(Near Tramway Station),
Kindly lent for this occasion.

SATURDAY, 7th October, 1905, at 9.15 P.M.
Tickets \$1 and \$5.
Can be obtained from the Volunteer Band
Quarters, near the Hongkong Club, or
from the Committee of the
Hongkong Benevolent Society.
Hongkong, 30th September, 1905.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong 28th May, 1895.

Hotels.

THE ORIENTAL HOTEL,
MACAO.

THE above Hotel situated on the PRAIA GRANDE, will be opened on SATURDAY, 2nd September, under the Management of J. SANTOS, late of Macao Hotel. There is splendid accommodation for Visitors, the Rooms being the largest and finest in the Colony. The BILLIARD TABLE which has been purchased from the Hon. Wei Yuk is the best in the Far East, and is practically new. SPIRITS and WINES of the best quality. CUISINE—Excellent.
For Terms, &c., apply to—
MANAGER.
Macao, 28th August, 1905.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS.

TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT

ELGIN ROAD, KOWLOON.
Hongkong, 19th May, 1905.

Dentistry.

DR. M. H. CHAUN,

THE LATEST METHOD

of the
AMERICAN SYSTEM OF DENTISTRY
37, DES VAUX ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO at No. 14, DAVIDSON STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1905.

Consignees.

S.S. "OCEANIC"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Charente* and *Dordogne*, and from Bordeaux, ex s.s. *Ville de Caen* and *Ville d'Arras*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before TO-DAY, at 3 P.M., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 9th October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 9th October, or they will not be recognised. All damaged packages will be examined on MONDAY, the 9th October, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 2nd October, 1905.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 4th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 2nd October, 1905.

FROM ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SEGOVIA"

Captain Schoenfeldt, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

"Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense."

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 7th October will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th October at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 30th September, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SUNDA"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. *Caledonia*.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 3rd proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

I. S. LEWIS,
Acting Superintendent.

Hongkong, 27th September, 1905.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "LOWTHER CASTLE,"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th proximo will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th proximo, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th proximo at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 28th September, 1905.

LATE TELEGRAMS.

N. C. D. News.

The Bomb Outrage in Peking.

Peking, 24th September.
This noon just as the five High Commissioners were about to embark on their train at the Machiapu terminus, en route for Tientsin, some one in the large crowd that was assembled there in witness the departure of their Excellencies, threw a bomb at the train, resulting in H.E. Shao Ying (one of the five Commissioners) being struck on the back of his head and badly hurt, and their Excellencies Duke Tsai Tsi (another Commissioner) and Wu Ting-fang (who had gone to see the party off) being slightly injured. Besides these, one attached to the train, and three body servants of the Commissioners were killed by the explosion, while six other persons, amongst those who were bidding farewell to the party, were also hurt. The other three of the five High Commissioners and their attaches, etc., fortunately escaped injury. As the train was being sent in the course of reform, it was naturally warmly welcomed by everyone belonging to the Progressive Party throughout the Empire; it is therefore believed that the outrage was instigated by reactionaries who will lose everything by the successful termination of the Mission abroad. The injured persons were taken to the French Hospital where their wounds were promptly attended to. Owing to the outrage, the Commissioners did not start on their journey, but they are expected to do so, nothing happens, to-morrow (Monday) morning. The persons or persons who committed the outrage are still at large.

Peking, 25th September.
At noon on Sunday a bomb was thrown by a follower of Duke Tsai Tsi, with the result that three men were killed, and the Duke, H.E. Wu Ting-fang, and two children wounded. The visit of the High Commissioners to foreign countries has been temporarily abandoned.

The wounded are being cared for in the English, American, and French Hospitals. There is great excitement here.

H.E. Tuan Fang was received in audience last evening.

A private telegram from Peking states that of those who were killed by the bomb explosion at the Machiapu railway terminus on Sunday noon all except one have been taken charge of by their friends and relatives. This unclaimed corpse is dressed in a blue grasscloth summer gown, and is a summer official in the usual attire of an official's body servant or retainer. The fact that the corpse is unknown and has not been claimed by anyone leads to the suspicion that he was either the bomb thrower or one of the anarchists who planned and gave effect to the outrage.

ANARCHISTS ABROAD.

A private dispatch from Tientsin states that several days hence the bomb outrage at Peking H.E. Viceroy Yuan Shih-kai received reliable information that a number of the followers of Sun Yat-sen, the "Red Republican," as he has sometimes been termed, had arrived from the South and were scattered both about Tientsin and Peking. In consequence of this information Viceroy Yuan Shih-kai at once telegraphed the news to Na Tung, the Commandant of the Peking Gendarmerie, and Li Y. Y. Director of Public Works and the Department of Public Safety, asking them to keep a good watch and to arrest all strangers and suspicious characters who could not give an account of themselves. The same instructions were quietly issued to all officials concerned in Tientsin.

There is reason to believe therefore that the bomb outrage of Sunday was perpetrated by Sun Yat-sen's men. In consequence of the uncertainty and panic in the air caused by the outrage, their Majesties have decided, at the earnest request of their advisers, to forego their trip to Hochienfu, to witness the autumn army manoeuvres early next month. The High Commissioners will, however, proceed on their journey abroad in a few days.

THE WRACK OF THE "ANTO-MARU."

THRILLING EXPERIENCES OF PASSENGERS.

The *Anto-Maru*, creeping along in a thick fog, about 85 miles south of Chemulpo, suddenly struck a rock (probably Ko-hwang-do) near the island of Hwang Do off the coast of Chong Ching Do on Saturday, 9th ult., at midnight, and immediately "heeled over" to the water's edge. The splendid and heroic efforts of both the officers and crew prevented the drowning of passengers and have probably saved the boat from becoming a complete wreck.

Passengers and crew numbered about 130, and included, among the former, Mr. and Mrs. McCune and Miss Donaldson, who were the only Westerners on board. Mr. McCune was sleeping on deck as the foghorn was constantly blowing. As soon as the vessel struck the rock he rushed into the ladies' cabin and assisted them to put on "life preservers" and the three of them, greatly aided by the Japanese who showed every attention, stood waist deep in the rising water waiting to be taken off the sinking steamer on a life-boat which had been manned and was already crowded with passengers. Mr. McCune had just helped Miss Donaldson into the boat when a Korean suddenly jumped from the awning where he had crawled on to the edge of the boat, capsize it and was the means of throwing the 21 passengers into the water. Miss Donaldson and the others totally disappeared from view and the Japanese crew struggling with boat hooks and oars managed to keep the overturned boat away from the side of the apparently sinking vessel. Meanwhile a number of the passengers were seen constantly bobbing up through the sea (which at the time was very rough and the night pitch dark on account of the fog) and every endeavour was made to rescue them. Mr. McCune shouted repeatedly and leaned over in water up to his neck—being held by a Japanese. In the dim light he presently saw a hand clutching at the side of the ship. He grasped it, pulled with all his might and discovered it to be that of Miss Donaldson.

She was extremely heavy and it took two or more to draw her out, but the weight was explained later by the fact that a Korean was clinging to her waist and a Japanese woman to the Korean. Thus three people were saved and in some such manner were all the others, except one, were rescued.

The life-boat was ultimately righted, water bailed out, more care taken, and the passengers transferred to an island near by.

Seven Korean huts composed the village, and here the party stayed until Monday afternoon when they were rescued by the S.S. *Tokai-Maru* and brought to Chemulpo.

There are more details which will probably come to hand later. The baggage and mails were saved. The steamer floated off the rocks later on; constant pumping kept her afloat and she was successfully beached near the scene of the accident. The bravery of Miss Donaldson (now Miss Keene) and of Mr. and Mrs. McCune deserves special mention along with that of the officers and crew of the railway train vessel. It was a thrilling experience, and a very narrow escape. Mr. H. G. the manager of Seward and Co.'s store in Seoul, was also a passenger. —*Sepul Press Weekly*.

Intimations.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD
HONGKONG.

CABLE ADDRESS—*Telegraph*, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying various insertions.

The type used as a standard for setting advertisement is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. Each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

1 XPREASE

All job printing is done under European supervision, well arranged, out, free, from errors, and remarkably cheap at.

THE HONGKONG TELEGRAPH.

OFFICE.

Estimates given for all classes of work on application to

T. E. MANAGER.

HONGKONG TELEGRAPH CO., LTD.

1, Ice House Road,
Hongkong.

Intimations.



THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING

and

H.H. the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores.

GO TO

WEISMANN'S

FOR YOUR

BREAD.

THE ONLY

EUROPEAN BAKERY

IN THE COLONY.

Hongkong, 1st September, 1905.

THE WINE GROWERS

SUPPLY CO.



BARRETTO & Co.

General Agents, Hongkong.

TRAIN & MONTYRE,

Limited.

SCOTCH WHISKIES.

Very Special Blend,

\$13.00 per Dozen.

Royal Scottish,

\$16.00 per Dozen.

Special Liqueur,

\$20.00 per Dozen.

Old Reserve,

\$25.00 per Dozen.

BARRETTO & Co.

Agents.

No. 22 & 24, Bank Buildings,

Queen's Road Central,

Hongkong, 30th September, 1905.

Announcements.



A. S. WATSON & CO., LIMITED.

WINE & SPIRIT MERCHANTS.

HAVE BEEN APPOINTED AGENTS FOR MESSRS.

ROBERT PORTER & CO.,

BOTTLEERS OF THE FAMOUS

BULL DOG BRAND

BASS' ALE, GUINNESS' STOUT,

AND

LIGHT ALES.

PRICES PER CASE

"BULLDOG" Bass' Ale	8 doz. pils. \$15.	Per doz. pils. \$3.75
"BULLDOG" Light Ale	4 " pils. \$18.	" " " \$4.50
"BULLDOG" Champagne Bots. (specially brewed for this climate)	8 " pils. \$24.	" " " \$3.00
"BULLDOG" Guinness' Stout	12 " splits \$27.	" " " \$2.25
"BULLDOG" Guinness' Stout	8 " pils. \$24.	" " " \$3.00
"BULLDOG" Guinness' Stout	12 " splits \$28.	" " " \$2.40

A. S. WATSON & Co., LIMITED.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.
Hongkong, 23rd September, 1905.

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL.

1ST FLOOR.

CLARETS

FROM

MIN MARCEAU,

Bordeaux.

AWARDS: GOLD MEDALS AT

PARIS 1900.

HANOI 1902.

BORDEAUX 1895.

DIJON 1901.

LILLE 1902.

AMSTERDAM 1895.

ROUEN 1896.

VIENNA 1902.

Hongkong, 4th July, 1905.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 3, 1905.

THE DANGERS OF NORTHERN NAVIGATION.

Once again the value of official utterances on questions of immediate commercial interest have been proved to be incorrect. When the Baltic Fleet was finally destroyed and Russia was left without a squadron of the slightest power in the Far East, the merchant shipping community awoke to the danger which existed to vessels from the innumerable floating and sunken mines which had been set at large in the northern seas. Naturally it was considered the duty of the British Fleet in the China Sea to take part in the work of destroying these marine death-dealing traps. Every vessel which returned from Newchwang or Chefoo reported the presence of thickly strewn minefields which added enormously to the ordinary difficulties of navigation, besides importing new features into the already sufficiently intricate considerations of marine insurance. But the British fleet refused to stir, and it was left to the ordinary merchantman to endeavour by the best means in his power to rid the ocean of these modern terrors of the sea. Officers of merchant vessels, whether on or off duty, ranged the decks with rifles instead of telescopes under their arms, ready to shoot at any obstruction in the shape of a floating mine that appeared in sight. They had plenty of practice, and to the manifold abilities which officers in the merchant navy acquire in the course of their hazardous lives, that of accuracy of shooting at moving targets was added to the number. But what did this signify? It meant that the lives of the passengers and crew of every vessel trading to the north were continually in peril; it meant that valuable cargoes and costly hulls were at the mercy of unknown enemies; it meant that captains and officers found themselves living in a state of mental terror, knowing their liability to fall victims to foes from whom escape was practically impossible. Merchants and shippers, landmen and sailors were alike concerned. Hongkong and Shanghai pleaded that vessels of the China squadron might be detached to look for floating mines and to destroy them when found. It was not until an especially bad case occurred, when a merchant vessel was blown up and half of those on board drowned, that the pressure of public opinion prevailed with the Admiralty, and orders were sent out that certain vessels of the British Far Eastern Fleet should scout for mines. Before this, it should not be forgotten, vessels of the British fleet had had the audacity to enter port and calmly announce that they had passed mines in such-and-such a locality. When it was suggested they might have fired a twelve-pounder at the mine, they coolly answered that such was no part of a man-of-war's duty. However, the Admiralty at last yielded to the heavy arguments of underwriters and shipowners and sent vessels of the fleet to look for mines. It might have been thought that practice in accurate firing at moving objects would have been welcomed by the navy authorities, especially when the targets cost nothing, and they could congratulate themselves that they were doing a real service to humanity. Not so. These excursions in search of phantom mines interfered with summer sports in the north. At all events, a few mines were blown up by the gunboat or cruiser detached for special duty, and after a time we were told that not a mine remained above water—they had all been swept away by the fire of the naval guns. Or else they were in hiding and could not be found. Yet the Japanese warships were still exploding mines galore, and merchant vessels still continued to discover an occasional mine. One shipping firm in Hongkong which had ordered their vessels to anchor at nightfall and only to steam ahead during daylight, did not rescind that order, notwithstanding the optimistic statement of the authorities. The unfortunate part of the matter was that vessels were still being blown up by mines. In several cases they were submerged mines; in other cases they were not—they were spiked mines. Now, on the last day of September another vessel has been blown up and sunk by a mine and two European engineers have been drowned besides a dozen other members of the crew. Surely it is time that the British naval authorities in the Far East gave a passing thought to this subject. No one has any objection to the fleet gallivanting in Japan, but it would be quite possible to send a representative squadron to the ports of our ally, and at the same time to keep certain vessels on the look-out for mines. It might not be exciting work, but it is not exciting work for gunboats on the East coast of the United Kingdom to look for trawlers fishing within the three-mile limit. It has been said that no public danger ever affects the authorities until a dignitary of the Church or the State

falls a victim. What would happen if a British warship fell a victim to a floating mine, owing to the neglect of the naval authorities to sweep and clear the seas of these terrible perils? And who would be blameworthy? As it is, navigation for the merchant service navy is attended by nearly as many dangers in northern waters as it was when the Russians were in Kamnan Bay. It is not a very complimentary thing to say, but the fact appears to be that whatever the British bulldog may prove to be in war, he is an obstinate and callous dog in peace and even his friends sometimes hardly recognise his great and glorious and generous qualities.

LOCAL AND GENERAL.

ADMIRAL Togo has arrived at Sasebo from Tokyo and has hoisted his flag on the battleship *Sakishima*.

In connection with the cricket match on Saturday next, Mr. T. E. Pearce will also play for the First Eleven.

THE Lodge Naval and Military, 848 S. C. are giving a smoking concert on Friday in honour of an official visit of the District Grand Lodge.

THE Manila *Sunday Sun* asks—If a Chinese chair coolie is fined five dollars for refusing to carry Miss Roosevelt who weighs but 124 pounds, would it cost him had he refused Bill Taft at 423?

A DISTINCT earth shock was felt at Adelaide last month. Telegrams from central and lower north districts and other localities indicate that the tremor was unusually severe. Houses were shaken and people awakened.

DURING the typhoon at Manila the commander of the Russian cruiser *Oleg* plunged into the sea and rescued three Filipinos, and the next morning started a subscription aboard his ship and handed the natives \$20 gold apiece.

THROUGH our reader's error in the list of mails due we had the English, German and American mails as expected to arrive on the 5th, 8th and 10th prox. The dates are obviously an error for the 5th, 8th and 10th inst., respectively.

THE following telegram has been received by the Colonial Secretary from the Secretary to the Government of India, dated to-day—Your telegram dated 19th and 26th September last, plague regulations withdrawn at all Indian Ports.

"A REPORT of the wreck of the *Antio*, a number of late telegrams are printed on the third page, and on page seven will be found articles entitled "The Naming of the Treaty," "Business men and peace," and "The returning armies; problems for the Government."

WE have Hongkong Beat. Our budget for the year amounts to \$5,728,400. Hongkong is \$11,124 behind us. The comparison reminds us of the story of the children boasting of the wealth of their respective families. "Our house," says one, "has a gable on it." That's nothing, replied the other. "Our house has a mortgage on it."—*Manila Sunday Sun*.

THE many friends of Mr. and Mrs. G. A. Woodcock are glad to welcome back to the Colony the popular secretary of the Sanitary Board and his wife, who, for the past eighteen months, have been in the home country enjoying a well-deserved holiday. During his absence in England, Mr. Woodcock found time in which to eat the necessary number of dinners and qualify for the Bar to which he was called at Gray's Inn, on July 5th.

PROFESSOR Ellwell of Stanford University, Mexico, who has been studying conditions of the crater of the volcano Popocatepetl, says that the removal of sulphur accumulated there will, after two years, probably bring on an eruption, on account of the water collected in the crater being brought into contact with a stratum of burning sulphur. The final result would be that the volcano would become active, as was the case under similar conditions with Mount Etna.

THE inquiry into the circumstances regarding the fire at No. 29 Des Voeux Road on the 9th ult. was resumed before Mr. F. A. Hazleard this afternoon. Mr. R. A. Harding appeared for the owner of the establishment; and Mr. H. W. Lobker, of Messrs. Deacon, Looker and Deacon, watched the proceedings on behalf of the insurance companies interested. Evidence was led along the lines of that adduced by the owner, and the inquiry was adjourned until Thursday next.

WE much regret to hear that Captain Martin, late of the *s.s. Tatung*, who can count over fifty years in this part of the world, is still seriously ill in the hospital, paralysis being the trouble. On the river, Captain Martin has ever been one of the most popular skippers and those who have had the pleasure of travelling with him and have made his acquaintance, will pass a kindly thought towards him and hope that his recovery may be speedy. Inquiries at the hospital state that he is slightly better and has recognised those who were attending him.—*Shanghai Times*.

At the Happy Valley on Saturday afternoon a cricket match was played between the 1st eleven of the Police Recreation Club, and the next 22, resulting in a win for the latter by 143 to 43. After the match Mrs. F. J. Badoley, wife of the Captain Superintendent of Police, very kindly presented the prizes to the successful competitors in the recent tennis, bowls, and cricket matches. Mr. J. Hanson, on behalf of the Club, afterwards thanked her for her attendance and kindly consenting to present the prizes, at the same time handing her a very handsome bouquet.

SHANGHAI'S FORTUNE.

RUSSIA'S INTERNED SHIPS

DOCKED BY FARNHAM, BOYD.

EIGHTY JAPANESE BOATS TO BE DOCKED.

With peace proclaimed between Russia and Japan, and the claim to the interned Russian warships and transports abandoned by the Japanese, the question arose in the minds of those who are interested in the Hongkong or the Shanghai docks where these vessels—some of which have been lying for months in the river at Shanghai—would be docked. It was believed, with considerable reason, that several of the vessels would be sent to Hongkong to be overhauled—the Shanghai docks being, it was thought, unable to deal with the large number of interned Russian vessels lying there. The question, of course, is of the greatest significance to the port, and to those interested in the shares of the Dock Companies at Hongkong and Shanghai; but up to the present time it has been difficult, if not impossible, to obtain any inkling of what would be done by the Russian authorities. A local gentleman returned to Hongkong from Shanghai yesterday, however, and related some facts to a representative of the *Hongkong Telegraph* which clears the air on this point.

THE INTERNED RUSSIANS.

In the first place it should be understood there were twelve Russian vessels interned at Shanghai and sixteen at other ports. The vessels at Shanghai are the cruiser *Askold*, gunboat *Mandjur*, destroyers, *Grosvoy* and *Bodry*, auxiliary cruisers *Pladimir*, *Voronez*, *Voroshy*, *Korea* and two others, the torpedo storeship *Svir*, and a water boat. Six are at Tsingtao—the battleship *Tsarvitch*, destroyers *Bestratchny*, *Bezhreshchik*, *Bezhumny*, *Smely*, and *Boika*. Three at Manila—the cruisers *Aurora*, *Oleg*, and *Zemchug*. Four at Chefoo—the destroyers *Serdity*, *Shorny*, *Skory*, and *Stainy*. There are also the cruiser *Diana* at Saigon; the armed cruiser *Lena* at San Francisco, and the armed cruiser *Terek* at Batavia.

The Hongkong merchant who was interviewed on the subject desired that his name should not be published in connection with this question, a request to which we, of course, acceded. He was asked whether there was any evidence of the intention of the Russian authorities at Shanghai to dock the ex-interned vessels at the northern port, or to send them to Hongkong?

"There is not the slightest doubt," he replied, "that it is the intention of the Russians to dock the transports and warships at Shanghai. Before I left Hongkong the belief was freely expressed that some, at any rate, of the Russian vessels would be sent down to Hongkong. I was sceptical then that such a course would be adopted. I said so to some people connected with the docks here. And I have proved to be right."

RUSSIAN VESSELS ALREADY DOCKED.

"Were the Russian vessels, being docked, then, before you left Shanghai?"

"Two Russians went into dock the day before I left Shanghai, and other two were waiting their turn outside the docks."

"What about the ordinary merchant shipping?"

"A sailing vessel—never mind the name—went into one of the docks at Shanghai on the 24th or 25th of September—I wouldn't swear to the date. It was understood that she would be in dock for thirteen days. Two or three days after she had been under repair there was a sudden upheaval. The dock staff was changed. A new man was put in charge of the work. The agents were told that the sailing vessel must be out of dock in three days at the outside. 'What's the matter?' they asked. 'The Russians are coming into dock at once,' they were told. Extra men, a big gang of men, were put on the work. The ship was being coppered, and you can't copper a ship's bottom out of dock, so the work had to be completed. Night and day they worked their hardest and the vessel was out of dock in a little over two days. Then one of the Russians came up and was docked. I don't know her name."

THE VESSELS IN DOCK.

It may be stated that, according to the latest Shanghai paper received in Hongkong, the *N. C. D. News*, we read, under date 29th September—"The Russian tug *Seir* was docked at the Old Dock yesterday." And another paragraph states—"The steamer *Varoslav* was docked at the Cosmopolitan Dock yesterday."

"Outside these two docks," our informant continued, "there were other two Russian ships, and we were told that the remainder of the Russians were waiting the chance to get into dock."

"So that there is no likelihood of any Russian vessels coming to Hongkong?"

"No Russians from Shanghai are likely to be docked here. I think I may say it would be absurd to expect them now." He added, "But that is not all. Eighty Japanese boats are to be docked at Shanghai."

"Is that an absolute certainty?"

"Eighty JAPANESE BOATS FOR SHANGHAI. The gentleman who made the statement said nothing, but turned to a sheet of papers and produced a letter, which he read to himself. Then he said:

"A reliable correspondent, who knows what he is talking about, writes to me to say that there is the greatest stir in the docks at Shanghai at present. He adds: 'Eighty Japanese boats are coming here to be docked immediately. The Russians are to be docked first; then the Japanese—or words to that effect.'"

"Is it the Japanese Government or the Nippon Yusen Kaisha that are sending the 80 boats to be docked at Shanghai?"

"Nothing is said about that. It may be the Nippon Yusen Kaisha or it may be the Japanese Government. That is not the question. The fact remains that 80 Japanese boats—or, if you like, 80 boats from Japan—are to be docked at Shanghai."

"Were there any rumours at all in Shanghai about any Russian or Japanese boats being sent to Hongkong?"

"I don't remember hearing any. In fact, I'm certain there was none."

Asked regarding conditions in Shanghai at present, our informant remarked that trade was brisk and everybody was up to the eyes in work. Hongkong seemed to be dull in comparison to the Northern Settlement.

BISHOP POZZONI AT THE ITALIAN CONVENT.

ADDRESSES OF WELCOME BY THE PUPILS.

The Italian Convent was *en fete* to-day, in honour of the first visit of Bishop Pozzoni to the seminary since his lordship's consecration. It had been intended that the Bishop should inspect the Convent and receive an address of welcome and congratulation from the children yesterday, but circumstances arose which necessitated the postponement of the function until to-day. Perhaps this was fortunate, in a way, for it enabled the worthy Sisters and the pupils attending the Convent to give that finishing touch to the preparations which ensured success.

There is a great work in the scholastic line and in the regeneration of Chinese orphans being unostentatiously carried out at the Italian Convent. On rare occasions it is brought to the attention of the public, but as a rule it passes, if not unheeded, at least without remark. At present there are 150 pupils receiving an elementary education as far as the seventh standard at the Convent and the bright, happy-looking faces which lined up in the corridors awaiting the arrival of Bishop Pozzoni spoke volumes for the sympathetic and kindly tuition given by the Sisters.

The entire building was beautifully embellished with festoons of flowers worked into pretty patterns on a background of greenery. Here and there at the entrance to the chief corridors and halls art muslin was requisitioned to enhance the effect, and the scheme of decoration as a whole proved extremely happy and picturesque. It was all done by the elder pupils under the tasteful superintendence of the Sisters, and reflected the utmost credit on all who took part in what was quite clearly a labour of love.

At 6 a.m. Bishop Pozzoni celebrated mass in the Chapel of Our Lady of Sorrows at the Convent. The day-scholars were accommodated with seats in the gallery, the boarders sat in the nave, while the Sisters occupied the rear benches in the body of the Chapel. Here also the floral decorations were very beautiful. The service was short and impressive. The chapel, which is dedicated to Our Lady of Lourdes, was thrown open for the occasion and provided a wonderfully chaste picture, the decorations enhancing the bright scene.

At ten o'clock in the forenoon, the scholars were marshalled, a battalion of little boys who paraded in the quadrangle looking as brave and gay as could be desired. The girls, also, from the smallest upwards, were arrayed in festive attire, ready to smile amiably and decorously to all-comers. One of the features of the assemblage was the attendance of several of Bishop Pozzoni's young friends from the mainland. There were two or three Chinese girls who had been catechists under the Bishop (before his consecration) while he laboured in the interior, and they were dressed in somewhat peculiar Chinese costume, wearing a curious crown twined with flowers on their heads.

Bishop Pozzoni was accompanied by the Right Rev. John Menecetti, bishop of Tami; the Right Rev. Dr. Clemente, Bishop of Angina; and the Right Rev. Dr. Merel, Bishop of Orisio, and a number of priests. His Lordship was enthusiastically received by all present. The Chinese children sang hymns of welcome and the elder scholars recited Italian poems, which recalled the virtues of the late Bishop Piazzoli and honoured his successor, Bishop Pozzoni on his consecration. The programme of music and recitations was not very long, but it was exceedingly characteristic and remarkably well done. Bishop Pozzoni was presented with an illuminated scroll containing a manuscript welcome in Italian verse. Needless to say, the work of illuminating the scroll had been most artistically performed. His Lordship expressed his thanks to the Sisters and the children for their kind reception and trusted that he would have occasion to meet them frequently in the future.

The proceedings were in every way enjoyable, none being more pleased with themselves than the little ones who had helped to make the function a success.

CITY MUSEUM AND LIBRARY.

Mr. F. B. L. Bowley, secretary of the City Hall, has kindly forwarded to us the following information which should be of interest to many readers:—

The museum, which has been closed for repairs since July, was re-opened on Monday. A new ceiling has been constructed, designed to withstand the vibration of the floor of the Ball Room above it, and the whole of the interior of the museum has been cleaned and colour-washed. Some weeks must elapse before all the specimens, which were removed during repairs, can be replaced; in the meantime they are being overhauled and re-catalogued.

The museum is open every week-day from 10 to 1 and from 2 to 4; the mornings are reserved for Chinese, who visit the building in very large numbers; the afternoons for Europeans. Saturday morning is specially reserved for Chinese women and children, and large family parties may be seen there on these occasions.

The library, which has also been cleaned and colour-washed, is now open every week-day from 9 a.m. to 9 p.m. Besides the reading room, containing all the local and a selection of the home papers, there are several reference collections including many valuable and curious books, and a free lending library. To the last named considerable additions have been made of carefully selected standard English works. The collection is divided into five groups comprising fiction, travels, politics and history, biography, poetry and the drama and miscellaneous works.

Books are only issued to ticket-holders, and applicants for tickets must procure a guarantee from a resident ratepayer. Forms of application can be obtained in the library. Tickets and books must be called for by the borrower in person, as the library assistants cannot undertake to send either out.

TELEGRAM.

HONGKONG TELEGRAPH SERVICE.

MILITARY BUILDINGS DESTROYED.

AT HIROSHIMA.

ENORMOUS DAMAGE.

[From Our Own Correspondent.]

Shanghai, 3rd October.
12.10 p.m.

Twenty military buildings have been destroyed at Hiroshima, on the Inland Sea.

The damage is estimated at Yen 5,000,000.

[During the China-Japanese war, Hiroshima was the military headquarters of Japan.—E.D. H.K.T.]

'CHIN CHIN JOSS' IN A TYPHOON.

EXPERIENCE OF THE 'CHARTERHOUSE.'

Upon the arrival of the British steamer *Charterhouse* in port this morning the captain reported that at 4 a.m. on the 28th ult., while in the Gulf of Tonkin he encountered a very heavy typhoon, the centre of which passed over the ship at 6 p.m. At first the wind was blowing from NNW and afterwards from SSW, with mountainous seas. All the movable deck fittings were washed overboard; the steam pipes were wrenched off the decks, and the tarpaulins repeatedly washed off hatches, large quantities of water being shipped. During the progress of the typhoon all the passengers, who were battered under hatches, subscribed one dollar per head for 'Chin Chin Joss' in the hope of saving their lives.

HARBOR TRAGEDY.

LUCKY POLICEMAN

BADLY BEATEN.

In the early hours of yesterday morning while Chinese constable Lai Kum Fuk was patrolling the harbour in a police pinnace he noticed some small boats with bags of coal aboard creeping along and evidently anxious to avoid attracting attention. He made for the nearest boat, which immediately hastened away, but after a long stern chase the pinnace drew alongside and the constable sprang on board. He was promptly seized and thrown into the water, and as the boat people commenced to strike him with bamboo and boat hooks the constable dived, and on coming to the surface, drew his revolver and fired to frighten the assailants. He managed to get on board and then he found he had shot one of the boatmen in the abdomen, while another boatman was hiding in the stern. The wounded man was removed to the Government Civil Hospital, but succumbed last night. The other boatman has been charged with attempted murder of the constable, and was placed before Mr. F. A. Hazleard this morning. He pleaded not guilty, and the case was remanded till Friday next.

LAZY SEAMEN

SENT TO GAOL.

The British steamer *Nitidale* came in yesterday from Rangoon with a cargo of rice, and later in the day Capt. R. J. Fairley had two of the crew—J. Patterson and J. Montague—before the harbour master charged with continually and wilfully neglecting their duty on board, on the high seas, since the 6th September. The men denied the allegation, but the captain's evidence showed that they were one of the worst the harbour master had seen before. Notwithstanding medical evidence to the contrary they feigned illness, and afterwards used threats and impudent language, and neglected their work, while Patterson defaced the chart.

The Hon. Mr. Basil Taylor sentenced them each to four weeks' imprisonment with hard labour.

MYSTERIOUS AFFAIR IN THE HARBOUR.

At 2 a.m. to-day J. Everling, a seaman on board the *s.s. Nitidale*, went to the Central Police Station and reported that half an hour previously he was sitting on the Praya Wall Central, with a comrade named Charles Broten, of the same ship, and while waiting for a sum of money to take them off to their vessel, Broten suddenly jumped up, and without saying anything, sprang into the sea, and was apparently drowned, for Everling did not see him rise again. The police took the matter up and are investigating it, but no report has been received up to a late hour this afternoon of the discovery of any European body in the harbour.

HONGKONG CRICKET CLUB.

The list of members ineligible to play in the League "A" Teams seasons 1905-1906 is as follows:—Lieut. Col. Aikman, R. E. O. Bird, C. M. G. Burley, Harry Hancock, R. H. Hazcock, Major Lewis, L. Lumden, G. E. Morrell, W. C. D. Turner, T. E. Pearce, Major Vedley, C. H. Mackay, Capt. H. W. Smith, Hon. Mr. T. Sercombe Smith, Major Chichester, H. R. Phelips, Major Williamson, Capt. Kriekenbeck, W. Daniel, W. Dixon, Capt. Joelin, and F. Maitland. This list is subject to revision during the season.

SHIPPING AND MAILS.

MAILS DUE.

English (*Coromandel*) 5th inst. at noon.
American (*China*) 8th inst.
German (*Bayern*) 10th inst.
Canadian (*Albion*) 10th inst.
German (*Prinzess Alice*) 10th inst.
The P. & A. *s.s. Arabis* left Portland on 1st inst., and is expected to arrive in Hongkong on 10th inst.
The Imperial German Mail *s.s. Zulu* which left here on 27th ult. at 3 p.m. arrived at Shanghai on Saturday at 1 p.m.
The Imperial German Mail *s.s. Zulu* which left here on Wednesday at noon, arrived at Singapore on Sunday at 11 p.m.

TELEGRAMS.

[Reader's.]

Russo-German Entente.

THE BALANCE OF POWER.

LONDON, 1st October.
There is much comment in the German and Russian newspapers concerning the new close rapprochement between the two empires as a rejoinder to the Anglo-Japanese alliance, and an attempt is being made to connect the proposed visit of Signor Tettini to Prince von Budow at Baden Baden, with a plan for the reconstitution of the balance of power.

THE RUSSIAN VIEW.

The suggestion of a Russo-German alliance is received with coolness in Russia, many of the prominent papers, including the *Novosti* and the *Kuss*, advocating an understanding with England in preference to an alliance with Germany, which they think will involve Russia in fresh difficulties.

Austria-Hungary.

Propitiatory utterances by the Austrian Premier, and other influences, are contributing to appeal to the more moderate Hungarians and to separate them from the coalition.

COALITIONISTS AND SOCIALISTS COUNTER DEMONSTRATIONS.

The Hungarian coalitionists are arranging a great torchlight procession for the 3rd inst., to march past the Kosuth Club, and the socialists are arranging a simultaneous counter demonstration. The police are taking extensive precautions to prevent a fight.

Suez Canal.

THE RESUMPTION OF TRAFFIC.

Traffic will be resumed by all ships in the Canal about the 8th inst. The stoppage is due to the damage done by the explosion on board the *Chatham*.

Kaiser Decorates M. Witte

The Kaiser has personally decorated M. Witte with the Grand Cross of the Red Eagle.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

THE SEAMEN'S INSTITUTE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—Thank you very much for your excellent article on The Seamen's Institute, in the *Telegraph* of 28th July, which I am glad to see expounds the Missions to Seamen from being inhospitable or neglectful of seagoing men under whatever flag, or in whatever service.

I am rejoiced also to hear that the new temporary Seamen's Institute in the *Yiwa East*, for all nationalities, creeds and services, is well paying its way, and that the local Navy League supplies a much valued billiard table, and no doubt the arm chairs, sofas, and artistic wall decorations will soon be given. But I hope that the Bishop's aspiration for a more adequate building, on the Governor's site, on the newly-made ground, will not be lost sight of.

Sailors are the most grateful of men for the smallest kindnesses. They tell in other ports what "good times" they have had in previous ports of call, thus we hear of most ports where any hospitality or other kindness has been shown by anybody to seagoing men of whatever class, creed, service or nationality.

We have not, however, heard from home-ward bound sailors of the existence of any other Institute at Hongkong except those connected with the Missions to Seamen, and the Sailors' Home. If the one you refer to distinguishes between the seamen of the King and those of the merchant, that might account for the silence.

In reply to a question of yours, might I explain that though the terms "sailor" and "seaman" are commonly interchangeable, yet the official rule in the Mercantile Marine is that every man or woman on board a merchant ship in receipt of wages from the shipowners is styled a "seaman," except, I think, the captain; the word "sailor" being reserved for deck officers and deck men.

In the Royal Navy, the opposite rule obtains; all on board being called "sailors," and only the deck officers and deck men are styled "seamen." Hence a suggestion, in the mercantile marine, called a "seaman," but in the Royal Navy he is a "sailor." The executive deck officers and men in both services are styled by both terms.

But to distinguish a building intended for men of the sea of one service only this might be expressed in its title so as not to lay itself open to the charge of improper exclusiveness. Thus, if it is only for naval men, let it be called "The Naval and Military Institution." It would be very annoying to a man-of-war's-man if he went out to your "Sailors' Home," and, when he reached the door, found out that the building only admitted Merchant sailors. In that case it would be better to call it the "Merchant Sailors' Home." As it is, it is rightly named as it admits men of all services, creeds and nationalities. "Those who pay the piper have the right to call the tune," but still they would do well not to call for "Rule Britannia," when they really mean "Auld lang syne."—Yours faithfully,

WM. DAWSON, Commander, R.N.
11, Buckingham Street, Strand, London, W.C.
30th August, 1905.

The veteran Admiral of the Fleet, the Earl of Clarendon, who wrote himself R.N. 60 years ago, has been entertained by King Edward at Marlborough. It will be interesting to recall that the Countess is the daughter of Sir Arthur Kennedy, whose memory is still gratefully thought of by Hongkong people.

MACAO NOTES.

[From Our Own Correspondent.]

Macao, 3rd October, 1905.

DEPARTURE OF COMMANDER REYES.

Commander Reyes, of the gunboat *Rio Lima*, left here yesterday morning for the *Heungshan* for Hongkong where he will start on his journey for Lisbon. The departing commander had a hearty send-off. A large number of friends, included among whom were many civilians, were at the wharf to bid the naval officer "good-bye" and wish him God-speed. That he was popular with his officers and men on board is proved beyond a doubt in the fact that when the *Heungshan*, with Commander Reyes on board yesterday morning, was steaming through the fairway and when passing the *Rio Lima*, the sailors on board the Portuguese gunboat were drawn up on deck and on a given signal gave three hearty cheers to their departing chief, who gratefully acknowledged it by raising and waving his hat to the officers and men until that morning under his command.

EXODUS OF CHINESE.

I have heard it reported that, on account of the scare created by the continuance of the seismic disturbances now for the past three months, the exodus of Chinese from the colony has approximated, by a rough guess, a fifth of its normal population. It is estimated that the population of Macao, in round figures, is one of from 70,000 to 75,000 inhabitants, so that it is surmised that some 15,000 or so must have left during the past three months. It is also safe to say that the exodus is only a temporary one, and as soon as the scare has subsided almost every one of those who have left will come back again. Macao has much to commend itself to the Chinese, who enjoy in its safety of life and property, immunity from vexatious official interference, salubrity of climate, and last, though not least, greater economy of living and better and healthier habitations.

THE EUROPEAN BAKERY.

The establishment of a bakery is not an event of any historical or of such momentous importance as needs being put on record by any chronicler. But to any one who has lived long enough in this colony and has subjected his digestive powers to the products of native bakeries here, the establishment of an enterprise like the European Bakery, which commenced business on the 1st inst., is a want that, to use a time-worn phrase, has been long felt. The new bakery has its business located in a convenient part of the city in Rua Central on the premises known as Nos 51 and 53. It is under efficient control and supervised by competent people. Identified with the venture are, I believe, some of those who have connection with the business of Café Weismann, Ltd., in Hongkong. For the sake of residents themselves it is to be hoped that the European Bakery has come to stay, and no better inducement can be held out to the management than a general support extended to them by the people. It has been mooted that a new set of bye-laws to secure greater cleanliness and better sanitary conditions in bake-houses is about to be brought into force.

SANITARY BOARD.

THE PUBLIC HEALTH ORDINANCE.

On the 8th ult., Messrs. Palmer and Turner applied to the Sanitary Board for a modification of section 153 of the Public Health and Nuisances Ordinance, in respect to houses Nos. 41 and 43, Hillier Street. They desired the modification to allow of the street in front of the premises to be accepted as "external air" for obtaining the necessary window area to the ground floor and second floors, the third floor now opening on to "external air" not requiring any modification. In support of their application they pointed out that it is only eight inches short of the required width and this was compensated for by the short length of the street, and its opening at both ends on to wider streets.

The Director of Public Works recommended that the application be refused and that the premises were four-storeyed houses; were opposite four-storeyed houses across the street; the neighbourhood of the houses was a very congested one, and they were, as it were, at the bottom of a pit. The ground falls very rapidly down from Hillier Street across Circular Pathway into Queen's Road, and therefore the houses are not well situated for efficient ventilation.

On the 15th ult., Messrs. Palmer and Turner submitted an application for a re-consideration of the Board's decision, as to obtain "external air" it would be necessary to set back the front walls for a distance of eight inches, a space so small that it was questionable if the houses would be at all improved thereby, as regards light and air, asking that as an alternative to setting back the front walls, a modification be granted in respect of the first and second floors, omitting the ground floors which the owner would be then prepared to close for living purposes.

The Hon. the Director of Public Works minutes—"I see no reason for modifying my previous recommendation with regard to these houses."

FAT-BOILING.

An application was submitted to the Board to have No. 4 Arthur Street, Yaumatei, registered as a fat-boiling establishment.

Mr. A. Rumjahn minutes—"I think we had better confine fat-boiling to one locality."

The Registrar General minutes—"Is this site large enough to allow for the expansion of the business?"

The Principal Civil Medical Officer minutes—"This does not appear to be a suitable locality."

PUBLIC WATER.

The Government Analyst submitted his report on samples of water taken from wells in every district of the Colony, all of which he found to be of excellent quality.

RAT RETURNS.

The number of plague-infected rats caught in the Colony continues to show a steady decrease.

THE MANILA TYPHOON.

TERRIBLE TALE OF DISASTER.

U.S. GUNBOAT SINKS

WITH 33 MEN.

The neighbourhood of Manila has scarcely had time to realize the shock of the terrible typhoon—the worst in two decades—which burst over the Philippine Islands on Tuesday last week. The news that such a disaster had befallen the inhabitants of the neighbouring American possessions was first made generally known in Hongkong through the medium of our columns on Saturday last when we published exclusively such facts as we were then able to gather from an interview with a gentleman who had arrived that day from Manila. But now that papers are coming to hand from the Philippines we find our account was considerably under-rated so far as the extent of the disaster both ashore and afloat is concerned, and even now it is impossible to estimate the damage, though it is declared that doubtless it will reach into hundreds of thousands. Shortly after 1.30 p.m. on Tuesday the wind struck Manila with great force, and the telephone and electric light wires fused through contact, and there was a display that will be long remembered by those who were witnesses of the scene. The trees in the botanical gardens had the appearance of being on fire and the flashes of flames at the southern approach to the bridge of Spain and across the bridge were most spectacular. Hundreds and hundreds of houses in the city were unroofed, blown down, or broken to pieces by the terrific force of the wind, which at one time blew 103 miles an hour.

AMERICAN GUNBOAT LOST

WITH ALL FOREIGNERS' ABOARD.

But the saddest news so far received is that which reached Manila on Saturday regarding the sinking of the coast guard boat *Leyte*, which went down in deep water off the east coast of Samar with all but nine hands on board. It seems, according to the *Cablenews*, of the 30th ult., that the boat left Legaspi, Albay, on the afternoon of the 25th Sept., and on the midnight of that same date while far out at sea, the full force of the hurricane struck her. She drifted in the open ocean helplessly for a couple of hours until further struggle against the furious tempest was rendered impracticable and went to the bottom, leaving but nine, out of forty-two, survivors to tell the tale. Captain W. N. Fisher, her commander, according to the report, stood on the bridge throughout the proceedings and calmly faced death. There were six American passengers on board, two being constabulary officers, one of whom is supposed to be Naval Inspector J. O. Afzelius, but their names are yet unknown, although the bodies of two of them were recovered and buried at Cebu. Of the 32 native members of her crew, but nine miraculously escaped death and it was through them that the sad tidings of the catastrophe were secured. The ill-fated *Leyte* was one of the boats that were built by Farnham, Boyd and Company of Shanghai for the insular coast guard service, at a cost of \$60,000, gold. She was a 10-knot boat, 125 feet in length, and the best of the insular fleet. Captain Fisher was a native of Philadelphia, 37 years of age, and was a graduate of a naval training school of his home State. He was considered as one of the best skippers of the coast guard bureau and has been the captain of the ill-fated boat since she was delivered to the Government about four years ago. He leaves a young wife and a child of tender age to mourn his death. Others lost on the ship, are believed to be: First officer, F. H. Hillberg; second officer, E. M. Bente; chief engineer, G. Gardner; assistant engineer, C. J. Olson; postal clerk, George B. Parker; medical inspector, J. O. Afzelius, and five other Americans, one of whom, a constabulary officer, names unknown and twenty-four natives.

The same paper says that several other vessels belonging to or chartered by the Government have been wrecked or otherwise damaged and a few are yet unaccounted for.

HAVOC IN THE BAY.

Scores of thousands of dollars were lost by the Manila merchants owing to the havoc played among the smaller craft in the river and bay. The Manila Navigation Company which is said to be at the head of the list had three cascos badly damaged and four lorches, one loaded with three hundred and eighty barrels of Portland cement, totally lost. This company also lost one of their best launches, the *Chas. H. Tru* but efforts are now being made to raise her from her sinking place. Such is the substance of some of the reports received up to Saturday last, but accounts have yet to come in from the various provinces. Cavite was particularly hard hit, old residents there claiming that the storm was the most disastrous in the history of the district, far eclipsing the typhoon of nineteen hundred and seventy and intensity. The damage done at the Navy Yard alone will amount to between \$75,000 and \$100,000, gold, probably more.

"CHANGSHIA" OVERDUE.

According to the *Cablenews* of the 30th ult., the Australian liner *Changshia* belonging to the China Navigation Company Limited was two days overdue from Hongkong. Messrs. Smith Bell and Co., the Manila agents for this line, had heard nothing from her, and grave fears were entertained for her safety. Inquiries at Messrs. Butterfield & Swire, the Hongkong agents, elicited the information that the *Changshia* arrived at Manila on Saturday afternoon.

Sir Frederic Hodgson, Governor of British Guiana, employed the word "immoral" in a recent despatch regarding the financial transactions of an ex-official in the colonies. The Secretary of State for the Colonies has directed him to withdraw the word, and suggested the substitution of the word "irregular."

THE CANTON-HONGKONG ICE & GOLD STORAGE CO., LTD.

The new prospectus of the above company was issued to-day, and is as follows:—
Capital, 700,000.00 Hongkong currency; divided into 70,000 shares of \$10.00 each.
It is intended to issue at present only a part of the authorized capital stock, namely, 30,000 shares, of which 7,000 shares have been subscribed and fully paid up, and the remaining 23,000 shares are now offered for public subscription.

The present issue of shares will be payable, as follows:—
\$2.00 on application.
4.00 on Nov. 15, 1905.
4.00 on Feb. 15, 1906.

All subscriptions to be paid to the company or their bankers.

The company is now in possession of and holds deeds for two lots of land: one in Hongkong (Quarry Bay), and one in Canton near the Custom House. Besides this the company owns one large steel lighter at Canton.

The object of the company is to establish in the city of Canton an ice making plant of about fifty tons daily capacity in ice. In addition to the ice plant will be a distilling apparatus for making pure water with a daily capacity of about 3,000 gallons.

The facts which demonstrate the desirability of establishing this enterprise at Canton are set forth below:—

(1.) Canton is probably the third largest city in the world, with a population of over two million Chinese and a large foreign settlement. He is also the terminus of the eight hundred miles railway from Canton to Hankow, now in course of construction; another line from Canton to Sam Shui is now in operation, while a third line is being surveyed from Canton to Hongkong.

These railways will open up large districts and bring outlying towns into such close communication with Canton as will enable the company to extend its service many miles and furnish ice to large towns distant from Canton. (2.) The Sam Shui Railway, which is now completed and under operation, already transports some small quantity of ice to the larger towns along its line. This ice is brought all the way from Hongkong at great expense. By erecting a plant at Canton these towns can be supplied immediately with all the ice they may need but at a much less cost than they are now obliged to pay.

Among the larger of these towns is Fat Shan, ten miles from Canton, with a population of 65,000, and Sam Shui, 30 miles from Canton, with a population of 180,000 including a few foreigners. This place is the terminal of the railway and a treaty port.

There are also many smaller towns within close communication of Canton, which will give a total population embraced within this district of about 300,000 people.

(3.) Adjoining Canton is the foreign concession—Shamone—occupied by about 500 foreigners and having two hotels and two clubs. British, French, German and American gunboats are constantly anchored in the harbour, while some 4,000 steamers enter the river yearly, all of which will use some amount of ice. The general sales to the foreign element and shipping will in itself amount to a large quantity, as at the present time a considerable amount is shipped daily from Hongkong for the almost sole use of the foreigners.

(4.) The temperature at Canton averages for six months from 95 degrees to 95 degrees, for three months about 75 degrees, and for the other three months from a minimum of 45 degrees to a maximum of 75 degrees. Hence it will be seen that there is a steady demand for ice throughout the entire year.

(5.) The water at Canton is undrinkable for Europeans (who have distilled water shipped daily from Hongkong) and is a source of disease among the Chinese, who take their drinking water from filthy canals and muddy streams.

The company proposes to furnish pure distilled water at a price which will bring it to the reach of the very poorest classes, while no pupils will be furnished free, and in case any serious epidemic should occur it has been agreed that the entire output of the plant shall be placed at the disposal of the Health Authorities for distribution among the poor of the infected districts.

(6.) There is no ice plant of any description in Canton or at any point nearer than Hongkong and this fact that there exists daily a large number of foreigners and thousands of rich and influential Chinamen, a great shipping port and a place teeming with industry, is entirely dependent upon Hongkong for such few pounds of ice as can be spared daily from the overworked plant at that point.

Hence it is in this field of great demand and absolutely no supply that it is contemplated establishing this enterprise.

The above paragraphs demonstrate conclusively the fact that there does exist at Canton a large demand for ice and that there is no supply to meet this demand.

It will now be shown that given the demand and a modern up-to-date plant to meet the same the opportunity is excellent for a good return on the investment.

(1.) The total cost of operating a plant which will produce fifty tons of ice per day, 30,000 gallons of distilled water every twenty-four hours will vary from \$200 to \$300 per day according as the plant is worked half or full capacity. This includes all charges as labour, superintendence, fuel, supplies, interest, depreciation and repairs.

(2.) The present established price of ice in this community is \$3.00 per ton wholesale rate.

(3.) The immediate demand for ice will be at an average of 15 tons per day, which amount will increase considerably after the plant has been in operation some months; but of this much, the company has the assurance of its disposal.

(4.) Reducing the above data—
15 tons per day, say 5,000 tons per year @ \$3.00 = \$150,000.00
Cost of manufacture about \$500.00 per day = 90,000.00
Clear profit... \$90,000.00

or equals 32% on paid-up capital of \$300,000.00. It will be noted that the above estimate does not include the very considerable income to be derived from the sale of distilled water.

This is regarded as a by-product of the main business of manufacturing and selling ice, but will nevertheless be a source of considerable profit.

The real estate owned by the company is in a most excellent location and has advanced in value since its purchase. The contract for the erection of the plant has been made with the Oriental Construction Company, Hongkong, and it is expected to have the plant in operation by May, 1906.

It is not necessary to go into a more lengthy discussion as to the merits of this enterprise, feeling confident the investor will readily perceive the advantages of the project, and the certainty of good dividends. The Directors and principal stockholders are representative business men of Hongkong, Canton, and Shanghai, whose names and their connection with this enterprise are a guarantee of its stability and safe investment to purchasers of shares.
Any further information may be had at the office of the company.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T.	111 3/16
Do. 4 months' sight	111 1/4
France—Bank T.T.	2 1/4
America—Bank T.T.	4 1/2
Germany—Bank T.T.	1 1/2
India T.T.	1 1/2
Do. 4 months' sight	1 1/2
Shanghai—Bank T.T.	9 1/2
Singapore—Bank T.T.	9 1/2
Java—Bank T.T.	11 1/2

1 month's sight L.O.	111 1/4
30 days' sight L.O.	111 1/4
30 days' sight L.O. & New York	4 1/2
1 month's sight L.O.	4 1/2
30 days' sight L.O. & Melbourne	111 1/4
4 months' sight L.O.	2 1/4
4 months' sight L.O. & Germany	2 1/4
Bar Silver	10 1/2
Bank of R. and rate	10 1/2
Specimen	10 1/2

To-day's	Per picul
Vienna New	1,080
" Old	1,150
" Older	1,240
" Oldest	1,300
	Per chest
Vienna New	1,003 1/2
" Old	1,035
" Older	1,087 1/2
" Oldest	1,105
Persian (Paper)	1,105

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

THURSDAY,

the 5th October, 1905, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street.

SUNDY

HOUSEHOLD FURNITURE.

Comprising:—
TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE TOP WASHSTANDS, TOILET SETS, VIENNA CHAIRS, TEAKWOOD EXTENSION DINING TABLE, SINGLE IRON BEDSTEADS, TEAKWOOD SIDEBOARDS and DINING WAGGONS with BEVELLED GLASS, GLASS, CROCKERY and E.P. WARE, PICTURES, CURTAINS, &c., &c., &c.

ALSO

2 LARGE IRON SAFES.

Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 3rd October, 1905. [985]

BRITISH INDIA STEAM NAVIGATION

COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"ZIBENGHLA,"

Captain F. W. Packham, will be despatched as above, on SUNDAY, the 8th inst., at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 3rd October, 1905. [986]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "GAZEE,"

FROM GLASGOW, LIVERPOOL AND

SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,

Agents.

Hongkong, 3rd October, 1905. [987]

THE HONGKONG FROZEN

FOOD SUPPLY.

ON and after MONDAY, the 18th

September, 1905, the DEPOT in WYNDHAM

STREET (DAIRY FARM DEPOT) will

open at 6.00 A.M. instead of 6.30 A.M.

Hongkong, 3rd October, 1905. [988]

Intimations.

THE

ROBINSON PIANO

COMPANY, LD.

PRACTICAL

PIANO

EXPERTS

MANUFACTURERS, TUNERS

AND

REPAIRERS.

PIANOS

AND

ORGANS

RENOVATED, REBUILT,

AND

REPOLISHED

BY

COMPETENT WORKMEN.

ESTIMATES FREE.

"OWN MAKE"

PIANOS

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KINTUCK"	17th October.
GLASGOW and LIVERPOOL	"CALCHAS"	17th "
GLASGOW and LIVERPOOL	"DEUCALION"	24th "
GLASGOW and LIVERPOOL	"MENELAUS"	24th "
GLASGOW and LIVERPOOL	"HINGSUEY"	31st "
GLASGOW and LIVERPOOL	"HECTOR"	31st "
GLASGOW and LIVERPOOL	"GLAUCUS"	4th November.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	7th October.
GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	15th "
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	24th "
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	7th November.
GENOA, MARSEILLES & L'POOL	"CHINGWO"	15th "
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	21st "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"PINGSUEY"	1st November.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"KEEMUN"	24th October.
	"MACHAON"	3rd November.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd October, 1905.

CHINA NAVIGATION CO., LIMITED.

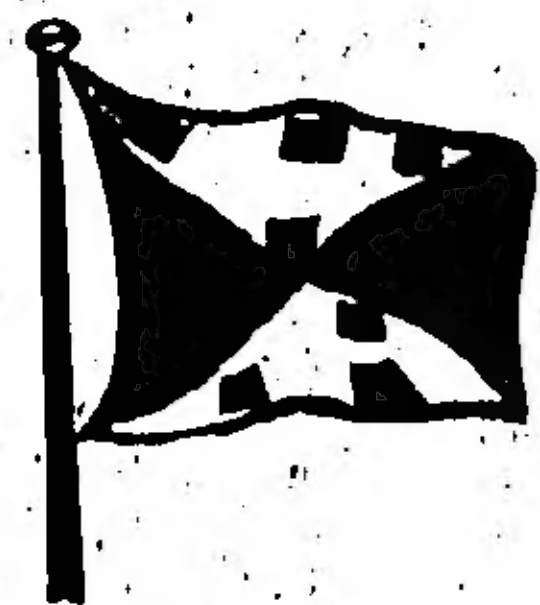
FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"SHAHSING"	6th October.
SWATOW, CHEFOO and TIENTSIN	"KANSU"	9th "
YOKOHAMA and KOBE	"TAIYUAN"	9th "
CEBU and ILOILO	"SUNGKIANG"	11th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, DUN- BANE, SYDNEY and MELBOURNE	"CHINGTU"	16th "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd October, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	3540	R. Rodger	MANILA	SATURDAY, 7th Oct., at Noon.
RUBI	3540	A. H. Notley	"	SATURDAY, 14th Oct., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 30th September, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"ALSTON"	20th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 18th September, 1905.

BOO CHEONG,
STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclopedia
and Ellipse Duplicate.
Hongkong, 23rd February, 1905.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
4, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
Hongkong, 1st October, 1904.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Captain T. ADRIAN, R.M.S.THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.
if tide permits.FARES—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$2; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates: 1st and 2nd Class, Single
Ticket, \$1; Return, 50 cents; 3rd Class, 25
cents, Return, 50 cents; Storage, 10 cents.Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Ticket. Should the
Steamer be run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 13th June, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons. Captain.

"KWONG CHOW" 1,300 T. R. MEAD.

"KWONG TUNG" 1,338 T. H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabin.

Passage Fare—Single Journey \$4.

Meals \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.SHU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West,
Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	"KWONGSANG"	THURSDAY, 5th Oct., Daylight.
SGAPORE, RABAYA & SAMARANG	"FOOSHING"	THURSDAY, 5th Oct., 3 P.M.
TIENTSIN VIA SWATOW & CHEFOO	"WOSANG"	FRIDAY, 6th Oct., Noon.
MANILA	"LOONGSANG"	FRIDAY, 6th Oct., 4 P.M.
SGAPORE, PENANG & CALCUTTA	"KUTSANG"	TUESDAY, 10th Oct., 3 P.M.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 3rd October, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metzenhain	November 7th, 1905.
"ARAGONIA"	5,198	Ernst	November 29th, "
"NICOMEDIA"	4,370	Wagemann	December 22nd, "
"NUMANTIA"	4,370	Feldtman	January 7th, 1906.

The S.S. "Arabia" left Portland on October 1st, and is expected to arrive here on 2nd November.
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENCLEUCH"

Captain Reid, will be despatched as above, on or
about 7th October.

For Freight, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 28th September, 1905.

EXCURSION TRIP TO MACAO.

S.S. "KWONG CHOW"

Will leave Hongkong every SATUR-
DAY, at 6 P.M., and return from Macao
at 10 A.M. on SUNDAY.Passengers desiring to remain longer in
Macao may return by the S.S. "KWONG
TUNG" which will leave Macao on Sunday at
9 P.M.FARES:—1st class single \$1.50 with Cabin \$2.00
return 2.00 " 3.00
2nd class single 1.00 " 1.50
return 1.50 " 2.00

S.S. "KWONG TUNG"

Will leave Hongkong every SUNDAY,
at 8.30 A.M., and return from Macao
at 10 A.M. on MONDAY.Passengers desiring to remain longer in
Macao may return by the S.S. "KWONG
TUNG" which will leave Macao on Sunday at
9 P.M.FARES:—1st class single \$1.00 with Cabin \$2.00
return 2.00 " 3.00
2nd class single 50 cents, return 1.50
3rd class 25 cents, return 1.00

BREAKFAST, Tiffin and DINNER \$1 EACH.

The Wharf in Hongkong is a short distance
West of the Harbour Master's Office.

For further Particulars, apply to the

SHU ON S.S. CO., LD.

YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West, or to
Messrs. HERBERT DENT & Co.,
Agents,
Canton and Macao.

Hongkong, 28th September, 1905.

TRIPS TO CANTON AND MACAO.

THE Yok On Company's Splendid Steamer

"YING KING,"

1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for
Canton every MONDAY, WEDNESDAY
and FRIDAY EVENING, at 9.30 P.M.,
returning to Hongkong every TUESDAY,
THURSDAY and SATURDAY, about 5 P.M.On SUNDAYS she will make an EXCUR-
SION TRIP TO MACAO, leaving Hongkong
at 8.30 A.M., and returning from Macao about
7.30 P.M.The "YING KING" is especially fitted for
these runs, is the newest, fastest and most
luxuriously furnished steamer on the line and
is lighted throughout with Electricity, also hot
and cold water is supplied.

FARES:

First Class single journey to Canton \$3.00

Second " " " 1.50

First class single journey to Macao 1.00

" " " with Cabin 2.00

" " " " with Cabin 3.00

Second " " " 80 Cents.

Third " " " 30 "

Breakfast, Tiffin or Dinner \$1 each only.

When an "Spiritus" of the best brands are used.

The wharf in Hongkong is at the West end
of Wing Lok Street.The wharf in Macao, is the same as the
S.S. "PERSERVERANCE."For further information, apply to the Office of
YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street, Hongkong,
or to
Messrs. WENDT & Co., Canton Agents.
Hongkong, 23rd August, 1905.REGULAR STEAMSHIP SERVICE
TO NEW YORK.VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

Steamship. About

"SATSUMA" 10th October, 1905.

"SIKH" 26th October, "

"WRAY CASTLE" 20th follow.

For Freight and further information, apply
toDODWELL & Co., LIMITED,
Agents.

Hongkong, 2nd October, 1905.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 29th September, 100 lbs. per 5 Mds.

BUTCHER MEAT.

Cents.

Beef steaks and prime cut—Mel Lung Pa \$ 20

" Corned—Ham Ngau Yuk " 20

" Roast—Shiu " 20

" Breast—Ngau Lam " 15

" Soup, Tong Yuk " 18

" Steak—Ngau Yuk Pa " 20

" Serjain—Ngau Lau " 20

" Sausages—Ngau Yuk Chaung " 20

Bullock's Brains— " Know " per set 10

" Tongue fresh—Ngau Li " each 10

" " corned—Ham Ngau Li " 60

" Head—Ngau Tau " 60

" Heart—Ngau Sum " 12

" Hump, Salt—Ngau Kin " 20

" Feet—Ngau Kerk " each 8

" Kidneys—Ngau Yiu " 17

" Tail—Ngau Mel " 18

" Liver—Ngau Con " 12

" Tripe (undressed)—Ngau To " 6

" Calves' Head and Feet—Ngau-chai-
tau-keok " set 80

" Mutton Chop—Yeung Pui Kwai " 25

" Leg—Yeung Pui " 25

" Shoulder—Yeung Shau " 25

" Pigs' Chidlings—Chi cheong " 22

" Brains—Chi Know " per set 2

" Feet—Chi Kerk " 12

" Fry—Chi Chak " 12

" Head—Chi Tau " 10

" Heart—Chi Sum " each 9

" Kidneys—Chi Yiu " pair 8

" Liver—Chi Koa " 25

" Pork Chop—Chi Pui Kwai " 25

" Corned—Ham Chu Yuk " 1

" Fat or Lard—Chu Yau " 15

" Sheep's Head and Feet—Yeung Tau
Keok " set 55

" Heart—Yeung Sum " each 6

" Kidneys—Yeung Yiu " 10

" Liver—Yeung Con " 16

" Sucking Pigs, To Order—Chu Chai " 24

" Suet, Beef—Sang Ngau Yau " 16

" Mutton—Sang Yeung Yau " 22

" Veal—Ngau Chai Yuk " 18

" Sausages—Ngau Chai Yuk Tong " 15

POULTRY.

Chicken—Kai Chai " 27

" Capons, Large, Small—Sin Kai " 32

" Ducks—Ap " 20

" Doves—Pan Kau " each 2

" Eggs, Hen—Kai Tan " per doz. 20

" Fowls, Canton—Kai " 25

" " Hainan—Hoi Nam Kai " 35

" Geese—Ngo " 24

" Geese, Wild Shanghai—Sheung Hoi Ye
Ngo " pair 1

" Musk Deer—Wong Keng " each \$ 1

" Hare—Tu Chai " 1

" Partridge—Cha Khoo " pair 1

" Pheasant—Shao Kai " pair 1

" Pigeons, Canton—Pak Kup " each 25

" " Holbow—Holbow Pak Kup " 25

" Quail—Um Chin " 1

" Rice Birds—Wo Fa Cheuk " dozen 55

" Snipe—Sa Chui " each 24

" Turkeys, Cock—Fo Kai Kung " 60

" " Hen " " Na " 45

" Wild Ducks, Shanghai, Sui-ap " pair 1

" Teal, Shanghai, Sui Ap Chai " each 1

" Wild Ducks Canton—Sang Shing Sui
Ap " pair 1

FISH.

Barbel—Ka Yu " 14

" Bream—Bin Yu " 13

" Canton Fresh Water Fish—Hoi Sin Yu " 11

" Carp—Li Yu " 15

" Catfish—Chuk Yu " 10

" Codfish—Mun Yu " 15

" Crabs—Hoi " 14

" Cuttle Fish—Mok Yu " 12

" Dab—Sa Mang Yu " 11

" Dace—Wong Mei Lun " 10

" Dog Fish—Ti Tu Sa " 8

" Eels, Congor—Hoi Man Yu " 14

" " Fresh water—Tam Sui Yu " 24

" " Yellow—Wong Sin " 28

" Frogs—Tien Kai " 33

" Garoupa—Sek Pan "

Estimation.

THE HONGKONG FROZEN FOOD SUPPLY.

THE following are in Stock:

AUSTRALIAN BEEF, MUTTON,
LAMB, PORK.
DAIRY FARM FED-PORK.

Australian Hares \$1.40 each
do Rabbits 0.65 "
do Sheep Tongues 0.20 "
do Sheep Kidneys 0.05 "
do Frit Sausages 0.65 per lb
Own Make Sausages (made from
Australian Meats) 0.25
Australian Oysters in bottles of \$1.25 & \$2.50
do 2 1/2 and 5 doz. per bottle
American Oysters, large size \$2.50 per tin
Ham, Australian 0.60 per lb
Ham, Best York 0.70 "
(3 cts. extra per lb for Ham if cut).
Bacon, Best Wiltshire 0.70 "
Australian Lemons 0.25 cts. & 48
Pigeons \$0.25 each
Geese 1.50 "
Fish, Australian Smoked Mullet 0.60 per lb
do do Schnapper 0.65 "
"Carno" Meat Extract, 2 oz 0.70 per pot.
do do 1.25 "

When ordering please note the following instructions:

Orders required to be filled in the Early Morning should be sent in before 3.30 P.M. the previous day.

Orders for NOON should be sent in by 8.00 A.M. the same day.

Orders for 3.30 P.M. should be sent in by NOON the same day.

Hongkong, 3rd October, 1905. [988]

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LON-
DON, HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "CALEDONIA,"
Captain Gregory, will be despatched for
MARSEILLES on TUESDAY, the 17th
October, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. OCEANIC 31st October.

S.S. SALAZIE 14th November.

G. DE CHAMPEAUX,
Agent.
Hongkong, 3rd October, 1905. [7]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Shawmut 9,606 E. V. Roberts 14th Oct.

Hyades 3,753 Geo. Wright 11th Nov.

Tremont 9,606 T. W. Garlick 24th Nov.

Lyra 4,417 G. V. Williams 9th Dec.

Pleades 3,753 F. G. Purington 29th Dec.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers.
The large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 21st September, 1905. [8]

Hongkong, 5th June, 1905. [627]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

Telephone 256.



DEPOT

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 16th May, 1905

Mail.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, LONDON AND
LONDON.

Through Bills of Lading issued for RATTI,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.

H. E. Steamship

"NUBIA,"
Captain F. J. Fox, carrying H. Majesty's
mail, will be despatched from the
MARSEILLES and LONDON DIRECT via
COLOMBO, on SATURDAY, the 7th October,
at Noon, taking Passengers and Cargo for in-
crease Ports.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.

Penelone, 23rd September, 1905. [2]

To Let.

TO LET.

N. O. 4, OLD BAILEY.

Apply to—
ARRATON V. ALCAR & Co.,
45, Wyndham Street.
Hongkong, 2nd October, 1905. [983]

SHOP TO LET
IN
QUEEN'S ROAD CENTRAL.

HALF THE PREMISES at present occu-
pied by the ROBINSON PIANO CO.,
possession November 1st.

For Particulars, apply to—
W. BREWER & Co.,
Hongkong, 23rd September, 1905. [921]

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—
H. N. MODY.
Hongkong, 4th May, 1905. [527]

TO LET.

N. O. 15, KNUTSFORD TERRACE,
KOWLOON.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 5th September, 1905. [900]

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIFON TERRACE.
FLATS IN MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 19th August, 1905. [69]

TO LET.

N. O. 3, MACDONNELL ROAD.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 19th July, 1905. [755]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
Town.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 27th June, 1905. [602]

TO LET.

No. 15, PRAYA GRANDE, MACAO.

BEAUTIFULLY situated. Six Fine Large
Rooms also Bath Rooms and Fine
Verandah. Spacious Gardens attached.

Apply to—
A. A. DA ROZA,
20, Connaught Road.
Hongkong, 15th September, 1905. [934]

TO LET.

SEMI-DETACHED VILLAS, Two, in
Garden Road, near the Ferry, with Fine
Bright and Airy Rooms. GAS and ELECTRIC
BELLS laid on. Commanding fine view of the
Harbour.

Rents very moderate.

Apply to—
H. RUTTONJEE,
No. 5, D'Aguiar Street,
37 and 38, Elgin Road, Kowloon.
Hongkong, 5th June, 1905. [627]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	ANNUAL RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.	
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,500,000 \$250,000	\$1,702,728 \$1 15/- @ exchange 1/10 = \$18.66 67 for first half-year 1905	5 %	\$202 1/2 buyers (London 202) \$38 buyers	
National Bank of China, Limited.	99,925	£7	£5	\$200,000	\$41,768	\$5 (London 3/6) for 1905	\$38 buyers	
MARINE INSURANCES.								
Sanion Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$1,739	\$150,494	\$17 for 1905	5 % \$337 1/2 buyers	
China Traders' Insurance Company, Limited	4,000	\$83.33	\$25	\$950,000 \$111,002 \$362,366 \$371,445	NIL	\$4 1/2 for year ended 30.1.1904	5 1/2 % 180 sales	
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 % Tls. 82 buyers	
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$377,749 \$803,117 \$750,000 \$50,000 \$18.0	\$2,078,997	\$35 for 1905	4 1/2 % \$780 buyers	
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$750,000 \$50,000 \$5.0	\$426,284	\$12 and \$3 special dividend for 1905	8 1/2 % \$172 1/2	
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$250,000	\$329,047	\$6 dividend & \$1 bonus for 1905	8 % 187 1/2 buyers	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,505	\$560,372	\$34 for 1905	10 % \$340 sellers	
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$261,638	\$8,832	\$1 for 1904	5 1/2 % \$18 sellers.	
Douglas Steamship Company, Limited	70,000	\$50	\$50	\$88,941 \$250,000 \$600,000 \$145,376 \$120,000 \$241,150 \$1,999	NIL	\$3 1/2 for year ended 30.6.1905	10 1/2 % \$32	
Hongkong, Canton & Macao Steamship Co., Ltd.	70,000	\$15	\$15	\$600,000 \$120,000 \$241,150 \$1,999	18.0 4	\$1 for first half-year 1905	7 1/2 % \$27	
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	\$1,000,000 \$12,289	£4,431	12/- @ 1/10 = \$6.29 51 for 1904	6 1/2 % \$95 sellers	
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 25,000 \$4,111	Tls. 43,762	Interim of Tls. 2 for 1905	7 1/2 % Tls. 59 sales	
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 25,000 \$4,111	Tls. 43,762	Interim of Tls. 2 for 1905	7 1/2 % Tls. 59 sales	
"Shell" Transport and Trading Company, Limited	10,000	£1	£1	\$1,000,000 \$24,219	£38,852	Interim of 1/- (Coupon No. 5) for 1904	4 1/2 % \$33 sellers	
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$400,000 \$21,775	\$929	\$1.80 for year ending 30.4.1905	5 1/2 % \$35 sellers	
Straits Steamship Company, Limited	1,000	100	\$100	\$1,000,000 \$13,113	\$21,231	\$10 for 1904	7 % \$142 1/2 buyers	
Paku Tug and Lighter Company, Limited	50,000	Tls. 50	Tls. 50	Tls. 25,000 Tls. 195,479 Tls. 28,000 Tls. 81,200	Tls. 4,333	Interim of Tls. 2 for 1905	13 1/2 % Tls. 29	
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000 \$110,000	\$42,812	Interim of \$10 for 1905	10 1/2 % \$230	
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 Tls. 100,000	Dr. \$8,987 Tls. 1,635	\$3 for 1897	3 1/2 % \$151 1/2 buyers	
Petak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000		Tls. 2 1/2 for year ending 30.9.04	3 1/2 % Tls. 68 sales	
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000 £12,289	£7,820	Interim of 1/- (No. 4)		Tls. 9 buyers
Oriental Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	none	G \$672,091	Interim of 50 cents (gold) for 1905 (No. 5)		G. \$17
Pan-Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £8,745	No. 12 of 1/- = 48 cents		\$4
DOCKS, WHARVES & GODOWNS.								
Farnham (S. C.) & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5	9 % \$27	Tls. 150 buyers
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	\$30,000	\$8,577	\$3.75 for 1904 on old capital	7 1/2 % \$25	
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$500,000 \$50,000 \$10,000 \$11,500	\$29,422	Interim of \$2 1/2 for 1905	4 1/2 % \$104	
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$41,500	\$501,332	\$6 for first half-year 1904	7 % \$186	
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$36,000	\$489	\$1 1/2 for 1905	7 % \$17 sellers	
Shanghai and Hongkong Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 59,880	Tls. 107,711	Interim of Tls. 6 for 1905	6 1/2 % Tls. 187 1/2 buyers	
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9 1/2 % Tls. 192 1/2 buyers	
LANDS, HOTELS & BUILDINGS.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$14,516 Tls. 24,000 Tls. 8,000	\$9,028	\$2 1/2 for year ended 30.6.1905	9 % \$28 buyers	
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9	12 1/2 % Tls. 135	
Central Stores, Limited	123	\$15	\$15	\$20,000	\$1,502	Final of 60 cents making \$1.80 for 1904	6 1/2 % \$100	
Do. (Founders)	24,000	\$5	\$5	\$618,072 \$31,087	\$10,126	None	7 1/2 % \$7	
Do. (New Issue)	12,000	\$5	\$5	\$618,072 \$31,087	\$10,126	\$5 for first half-year 1905	6 1/2 % \$147 buyers	
Hongkong Hotel Company, Limited	10,000	\$100	\$100	\$500,000 \$100,000	\$37,875	Interim of \$3 1/2 for 1905	5 1/2 % \$127	
Hongkong Land Investment and Agency Co., Ltd.	9,000	Tls. 25	Tls. 25	Tls. 20,985	Tls. 7,202	Tls. 2 1/2 for the year ending 31.3.1905	14 % Tls. 18 sales	
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000 \$50,000	First year \$11,958	Interim of \$4		\$105
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,994	\$11,958	90 cents for 1904	7 1/2 % \$123 1/2 buyers	
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	7 1/2 % \$40 buyers	
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,066	Interim of Tls. 3 for 1905	6 1/2 % Tls. 122 sellers	
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Interim of Tls. 3 for 1905	12 % Tls. 45	
Tientsin Land Investment Company, Limited	7,720	Tls. 100	Tls. 100	Tls. 67,300	Tls. 735	Interim of Tls. 3 for 1905	6 1/2 % Tls. 115	
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 12
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Interim of \$1 1/2 for 1905	6 1/2 % \$55	
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 12,844	Tls. 4 for year ended 31.10.1903	8 % Tls. 53 buyers	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$30,000 Tls. 50,000 Tls. 31,619	\$23,264	\$1 for the year ending 31.7.05	7 % \$148 sellers	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 31,619	Tls. 13,629	Interim of 3 % a/c 1898		Tls. 44 buyers
Lau-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898		Tls. 50 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 22,050	4 % for 1897		Tls. 260 buyers
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none		First year		\$105
Ellis Asbestos Eastern Agency, Limited	8,000	12/6	12/6	£214	£370	1/3 per share for 1904	9 1/2 % \$7 buyers	
Campbell, Moore & Co., Limited	1,300	\$10	\$10	\$8,600	\$1,182	\$3 for 1904	8 1/2 % \$36	
China-Borneo Company, Limited	60,000	\$2	\$2	none	NIL	\$1 for 1904	8 1/2 % \$16	
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Interim of Tls. 5 for 1905	8 1/2 % Tls. 77 1/2 sellers	
China Light and Power Company, Limited	50,000	\$10	\$10	\$3,739	\$1,581	None		\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1904	9 % \$9 buyers	
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6			\$1 1/2 for year ending 31.7.1903		\$17 1/2
Green Island Cement Company, Limited	150,000	\$10	\$10	\$400,000 \$500,000	\$95,054	\$5 for 1904	7 % \$28	
Hall & Holtz, Limited	21,000	\$20	\$20	\$180,000	\$7,551	Final of \$1 1/2 making \$2 1/2	9 1/2 % \$27	
Hongkong & China Gas Company, Limited	7,000	£10	£10	\$25,354 £25,300	£8,188	£1 div. and 9/- bonus for 1904	7 % \$775 buyers	
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$2,151	\$1.00 for year ending 30.4.1905	6 1/2 % \$132 buyers	
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,796	\$15 for year ending 30.11.1904	7 1/2 % \$215 buyers	
Hongkong Ice Company, Limited	5,000	125	\$25	\$80,000	\$5,336	Interim of \$4 1/2 for 1905	7 % \$237 1/2 sellers	
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$60,000	\$11,137	\$10 for 1904	7 % \$152 buyers	
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$299	Interim of 50 cents 30.9.05	13 1/2 % \$145 buyers	
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,582	Final of \$5 making \$7 1/2 for 1904	9 1/2 % \$145 buyers	
Maatschappij tot Mijn-, Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,405	Tls. 35,849	3rd quarterly of Tls. 2 1/2 paid 15.9.05 mak- ing 20 for Tls. 15 for 1905		Tls. 350 buyers
Mondon (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 117,638	Tls. 5 for 1902		Tls. 35
Philippine Company, Limited	67,500	\$10	\$10	none		First year		\$8
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,500	\$50	\$50	none	Dr. \$5,537	None		\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 148,400 Tls. 108,172	Tls. 8,011	Interim of Tls. 3 1/2 for 1905	7 % Tls. 123 1/2	
Shanghai Horse Bazaar Company, Limited	5,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 9,751	Tls. 6 for 1904	7 1/2 % Tls. 10 sellers	
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,068	Interim of Tls. 6 for 1905	9 % Tls. 150 sellers	
Shanghai-Sum-ta Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,200	Tls. 1,397	Final of Tls. 6 making Tls. 9	13 1/2 % Tls. 68	
Shanghai Waterworks Company, Limited	7,700	£20	£20	Tls. 170,000	Tls. 17,220	Interim of 15/- for 1905	4 1/2 % Tls. 140 buyers	
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$5,068	None		\$20
Steam Laundry Company, Limited	15,000	\$5	\$5	none	\$3,614	\$10 cents for year ended 31.5.04	7 1/2 % \$8	
Straits Ice Company, Limited	2,000	\$100	\$100	\$15,000	\$702	\$5 for 1905	7 1/2 % \$150	
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,000 Tls. 4,000	Tls. 1,012	Final of Tls. 4 1/2 making Tls. 8 1/2 for 1905	7 % Tls. 150	
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$22,000	\$551	80 cents for year ended 31.5.1905	9 1/2 % \$180	
Do. (Founders)	100	\$10	\$10	\$20,000 \$25,000	\$6,000	Final of 50 cents making \$1 for 1904	7 % \$141 sales	
Watson (A. S.) & Co., Limited	90,000	\$10	\$10	\$1,000	\$676	Final of 70 cents making \$1.30 for year 1904/5	10 1/2 % \$118 1/2	
William Powell, Limited	15,000	\$10	\$10	\$1,000	\$676	Final of 70 cents making \$1.30 for year 1904/5	10 1/2 % \$118 1/2	